The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 18

This scene is in a forward listening post of the French defences in front of the Maginot Line. Very notable is the strong brushwood and timber revetting of the trench. Here there is no chance of the parapet collapsing, as it sometimes did in the hastily dug trenches during the last war. The officer in the centre of the photograph is on a round of inspection. In page 426 is a diagram that shows the position of such a listening post in regard to the main defences of the Maginot Line itself.

Photo, Wide World

'Brains Trust' of the R.A.F. in France

Belying the simple nature of the decoration, the room seen above is the Operations Room of the R.A.F. on the Western Front. Grouped round the table are staff officers, including an Army liaison officer. On the right is an officer attached from the Intelligence Corps.

A message comes through the headphones to an R.A.F. wireless operator as he sits in a tender not far from the front line.

Photos, British Official: Crown Copyright

Air Vice-Marshal P. H. L. Playfair, Air Officer Commanding, Royal Air Force in France, gives an order by telephone.

Such is the confidence reposed in their leaders by our airmen on the Western Front that no one today hears sarcastic references to "brass hats," the traditional term for the staff officers of the High Command. Similar feelings of confidence and appreciation are expressed by the officers regarding the men they lead. As the Air Minister said: "The Royal Air Force units in France . . . are carrying out yeoman service . . . Everywhere the morale of our Air Force is magnificent." The illustrations in this page show glimpses of the work of headquarters and of the great Force they direct. Co-operation between the Allied Armies in matters affecting the air war is always of the closest nature.

A Fairey "Battle" bomber—with its camouflage blending effectively with the aerodrome surface—stands waiting with two of its crew aboard and its engine ticking over, while the third member runs out to take his place. In a few seconds all will be ready, and the "Battle" will take off for yet another reconnaissance flight over the German lines. *Photo, Associated Press*

Britain Greets the New Year with a Cheer

None can tell what the year that has just dawned will bring in its train, but there is no need to look far for a guiding motto. "We are in this war to win . . ."

NINETEEN-FORTY dawns on a world in which the dogs of war have been once again unleashed. The rosy dreams of a world whose ways are ways of pleasantness, whose paths are paths of peace, have been shattered. Germany, her destinies guided by a man driven mad by lust for power, intoxicated by his own megalomaniac ravings, has for the second time in a quarter of a century outraged the conscience and aroused the resistance of the civilized world.

No countries have striven more earnestly for peace than those which today are meeting the challenge of Nazi aggression. Since that day of Armistice of 21 years ago Britain in particular has given every indication of seeking peace, has striven most earnestly to ensue it. Not until the clangour of martial preparation resounded to high heaven in Hitler's Reich was Britain's war machine refurbished and reinforced. For months and years her statesmen strove to appease the ravenous appetite of totalitarian Germany. Only when fair words were met with brutal defiance, only when the choice lay between the sword and the sacrifice of honour, did Britain make the unhesitating choice. On September 3 she picked up the gauge which a swaggering Germany had flung into the bloodstained dust of Poland, when Hitler, blinded by a malign fate, had stopped his ears to the warning that Britain would fight in defence of her plighted word.

Armed to Defend the Right

Thus it is that now Britain and the British Commonwealth of Nations stand ranged in the very forefront of the peoples who have armed to defend the right and what may be salvaged of international decency. A million men are already under arms, and across the Channel, linked arm-in-arm with their French allies, are ranked nearly 100,000 soldiers drawn from the cities, towns and villages of the homeland. Shortly before Christmas British troops were in action for the first time on the Western Front since the "Cease Fire" on November 11, 1918, and now day by day the newspapers contain the names of those who have been wounded or have given their all in defence of their Country and their King. Britain herself is a hive of war industry, and millions are now engaged in producing guns and munitions and stores for the army that already is, and for the armies that will shortly be. Vast reserves have been built up, and a thousand lines of communication run across the narrow seas to that front where there is no "thin red line tipped with steel," but a khaki host entrenched in what is the greatest system of fortifications the world has ever seen.

In the air and on the sea huge navies fly the British flag. For the men who man the fighting 'planes and ships this has been no war of waiting, but one in which, from the very first, difficulty and danger and the menace of imminent death have been ever-present companions. Many a warplane has flamed to its end, many a ship has gone to the bottom, carrying with them lives whose self-sacrifice and devotion remain as an inspiration to those who come after. Heavy, indeed, is the price which has to be paid for superiority in the air and on the waves, but that price is being paid and will continue to be paid without a murmur of hesitation. At sea, despite all the efforts of the lurking submarines, wandering mines, and hit-and-run surface raiders, the stream of commerce to the ports of the Allies is uninterrupted.

Great and ever-growing as are her own resources, Britain's power and Britain's confidence are immensely strengthened by the help which the Dominions and Colonies —indeed, every member of the British Commonwealth—has rushed to afford.

No miscalculation of the Nazis was more gross than that which enabled them to believe, against all the evidence, that Britain's Dominions would fight shy of

Symbolical of the spirit with which Britain enters the New Year is this photograph of soldiers of the B.E.F. cheering the Prime Minister during his visit to the Front just before Christmas. Surprises may be in store, but on land and sea and in the air the British Commonwealth and her great French ally are ready. And meanwhile, there's time for a "gasper" (top).

Photos. "Match." Paris, and British Official: Crown Copyright

On the Western Front in the Depths of Winter

becoming involved in another European quarrel. On the eve of war the true voice of the Empire rang out loud and clear: "We stand with Britain," said Mr. Menzies, Prime Minister of the Australian Commonwealth, in a broadcast to his people, and a few hours later his emphatic declaration was re-echoed in Canada, New Zealand and South Africa—everywhere, indeed, where flies the British flag.

The resolve of the Empire's peoples was translated swiftly into action. In even the earliest of the air battles Canadians, Australians, New Zealanders, and South Africans covered themselves with glory, while at home contingents of air force and army were swiftly raised. A week before Christmas it was announced that the first contingent of the Canadian Active Service Force had arrived in Britain, and the whole British people shared in the words of the King when he declared that: "The British Army will be proud to have as comrades in arms the successors of those who came from Canada in the Great War and fought with a heroism that has never been forgotten."

Only a day or two before, not Britain only, but the whole world had been electrified by the story of the magnificent sea fight off the Plate—and "Achilles," one of the three ships which for fourteen hours maintained the fight from dawn till dark with an "incredible audacity" to which the "Graf Spee's" captain paid tribute—was manned for the most part by sailors drawn from New Zealand. Well might Lord Galway, Governor-General of the Dominion, telegraph that "the ship's bravery and audacity are worthy of the highest traditions of the British Navy."

From every quarter of the Empire comes evidence of the realization that, as Mr. Menzies said on December 20, "the winning of this war and the success of our noble cause are just as much the business of Australians as of Englishmen, of New Zealanders as of Scotsmen, of Canadians as of Irishmen. Scattered though we may be over the seven seas of the world, living in different countries, governing our own affairs, conducting our own international discussions, and handling our own trade, we are still one people." In the light of so forthright a declaration Britain needs no encouragement to be of good cheer. All her history—and she can look back on a thousand years and more of freedom-loving and freedom-maintaining existence—makes her staunch in the belief that "naught shall make us rue, if England to itself do rest but true."

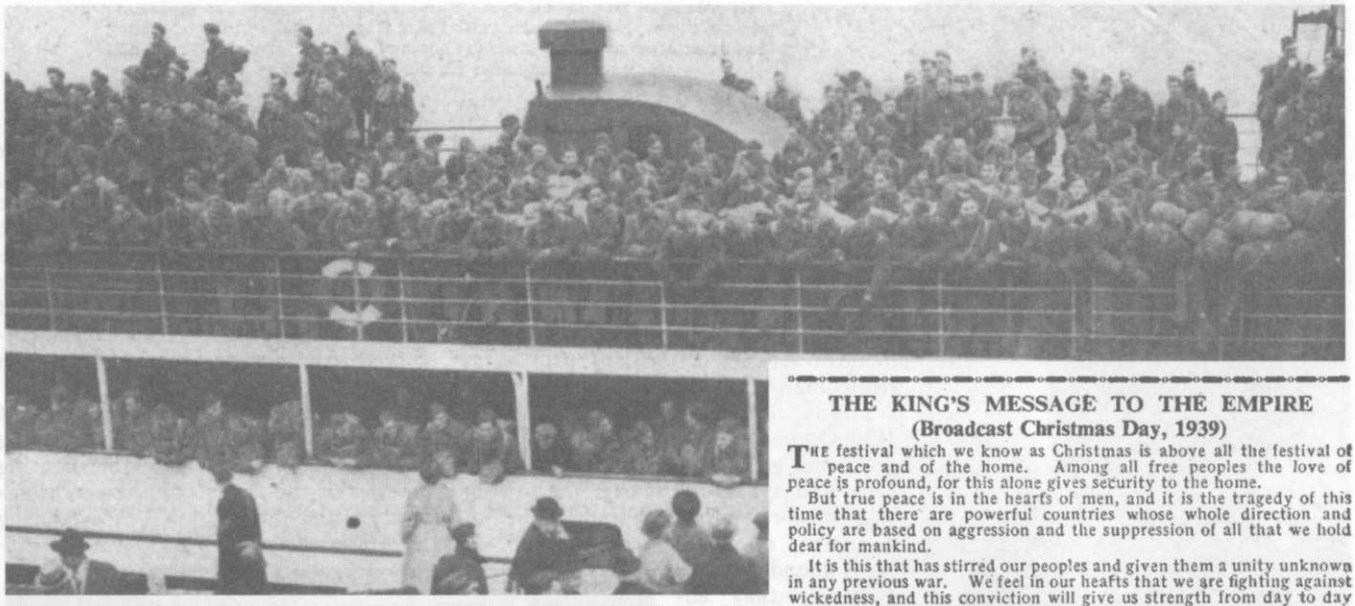
Yet today it is not in the glorious past, even in the England of Shakespeare and Drake and Elizabeth, that we may best seek inspiration and courage to face the morrow. We may find it in such freshly uttered words as those of the Empire statesman whom we have quoted. "We are in this war to win," said Mr. Menzies. "We did not enter it lightly, and we will not depart from it except as victors."

Birds are very sensitive to gas and are taken into the workings of coal mines to detect its presence. This small bird on the Maginot Line may one day give warning of a gas attack and save many lives.
Photo, Courtesy of French Embassy

Snow has fallen on the Siegfried Line, and the uniforms of the soldiers, moving amidst the powdered pines and the mass of wire, stand out black against it.
Photo, International Graphic Press

Though this war is in most ways strangely different from the last, there are scenes on the Western Front which vividly recall those which were witnessed by the men who fought from 1914 to 1918—for instance, that shown in this photo of a German patrol advancing very cautiously through a village that has been heavily shelled. *Photo, E.N.A.*

'All Members of the Great Family of Nations'

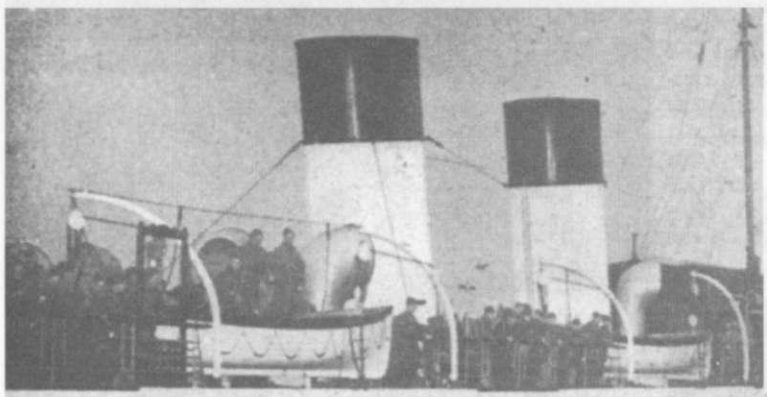


In a broadcast to the nation on December 18, 1939, Mr. Winston Churchill gave out the first news of the arrival of the Canadians in England. Above is a scene on the quayside as a transport filled with men of the Canadian Active Service Force berthed at a British port.

Photo, Associated Press

"THE people of Canada have reposed in us their trust to defend the cause of justice and of liberty against oppression and aggression. In this cause we are to stand in battle beside our comrades-in-arms from the British Commonwealth and France, and we carry an obligation of honour to live up to the proud traditions established by the Canadian Corps. It is for us to prove ourselves worthy of this inheritance."

From Major-General A. G. L. McNaughton's Order of the Day.



THE KING'S MESSAGE TO THE EMPIRE

(Broadcast Christmas Day, 1939)

THE festival which we know as Christmas is above all the festival of peace and of the home. Among all free peoples the love of peace is profound, for this alone gives security to the home.

But true peace is in the hearts of men, and it is the tragedy of this time that there are powerful countries whose whole direction and policy are based on aggression and the suppression of all that we hold dear for mankind.

It is this that has stirred our peoples and given them a unity unknown in any previous war. We feel in our hearts that we are fighting against wickedness, and this conviction will give us strength from day to day to persevere until victory is assured.

At home we are, as it were, taking the strain for what may lie ahead of us, resolved and confident. We look with pride and thankfulness on the never-failing courage and devotion of the Royal Navy upon which, throughout the last four months, has burst the storm of ruthless and unceasing war.

And when I speak of our Navy today, I mean all the men of our Empire who go down to the sea in ships, the Mercantile Marine, the minesweepers, the trawlers and drifters, from the senior officers to the last boy who has joined up. To every one in this great fleet I send a message of gratitude and greeting, from myself as from all my peoples.

The same message I send to the gallant Air Force, which, in co-operation with the Navy is our sure shield of defence. They are daily adding laurels to those that their fathers won.

I would send a special word of greeting to the armies of the Empire, to those who have come from afar, and in particular to the British Expeditionary Force.

Their task is hard. They are waiting, and waiting is a trial of nerve and discipline. But I know that when the moment comes for action they will prove themselves worthy of the highest traditions of their great Service.

And to all who are preparing themselves to serve their country, on sea or land or in the air, I send my greeting at this time. The men and women of our far-flung Empire, working in their several vocations, with the one same purpose, all are members of the great family of nations which is prepared to sacrifice everything that freedom of spirit may be saved to the world. . . .

A new year is at hand. We cannot tell what it will bring. If it brings peace, how thankful we shall all be. If it brings us continued struggle we shall remain undaunted.

In the meantime, I feel that we may all find a message of encouragement in the lines which, in my closing words, I would like to say to you.

"I said to the man who stood at the gate of the year: 'Give me a light that I may tread safely into the unknown.'

"And he replied, 'Go out into the darkness, and put your hand into the hand of God. That shall be to you better than light, and safer than a known way.'" [*From "The Desert," by Miss M. L. Haskins.*]

May that Almighty hand guide and uphold us all.

During the war of 1914-18 the first convoy of the Canadian Army arrived at Plymouth on October 14, 1914. Twenty-five years later another Canadian force has come to Britain's aid. Here the men of the vanguard of this new Canadian Active Service Force, safely convoyed across the Atlantic by the Royal Navy, are seen on the quayside after disembarkation.

Photo, G.P.U.

Finland's Vantage in Arctic War

According to all the rules little Finland should have been swamped long ere now, but after a month of war it seems that she may prolong her resistance until the melting snows of spring. And by then much may have happened on the other fronts of war.

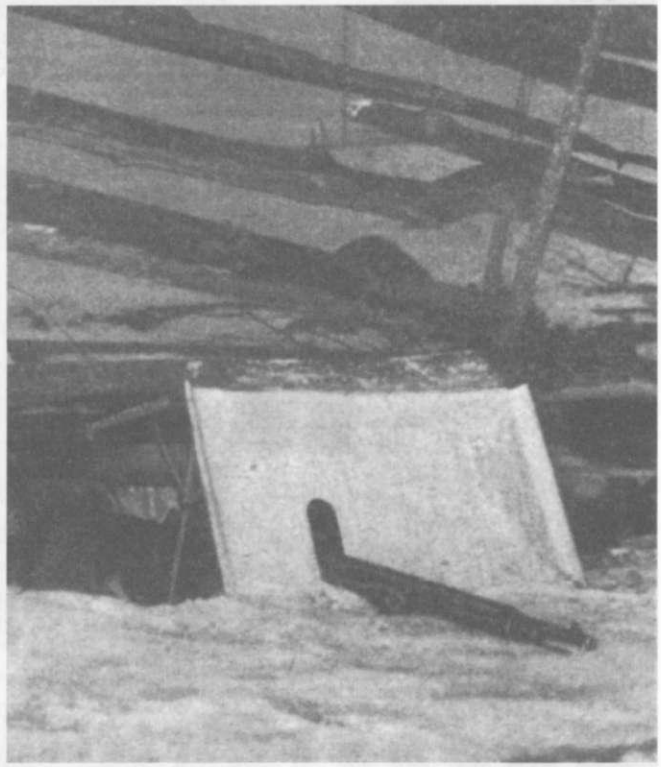
In a land of intense winter cold the Finnish soldiers are protected, like the sentinel above, by a coat of reindeer skin. *Photo, Planet News*

On the morning of December 21, Stalin's birthday, the Moscow newspapers contained column after column of the most fulsome adulation of the man whom one described as the "greatest man of all humanity; genius's leader; creator and architect of the new life." No mention was made of the war in Finland, where at that very moment soldiers of the Red Army were reddening the snows with their blood.

The day had been chosen by the Russian High Command as one to be marked by a great and glorious victory in the central zone, and as they went over the top the soldiers were spurred on from behind by a number of political commissars. As they floundered on, however, they encountered a vigorous counter-attack and soon were swept away in complete rout. For fourteen miles the Finns continued the pursuit and in their retreat the invaders left behind machine-guns, field artillery, and armoured cars, while their dead and wounded were estimated to total some 20,000. The retreat had become a rout.

At the same time the repeated Russian assaults on the Mannerheim Line in the Karelian Isthmus were also repulsed with heavy losses. Here the fight was watched by an American journalist, Mr. Leland Stowe, who declared that the troops which the Kremlin had sent into the field in this sector of the front were "probably the most miserable-looking beings in uniform which this part of Europe has seen since Napoleon's half-starved and ragged men retreated from Moscow."

More and more it became obvious that Moscow had miscalculated badly, having underestimated not only the fighting qualities of the Finns, but the conditions in which the war must be waged during the Arctic winter. The "waist" of Finland, in which the most dangerous of the Russian attacks was developed, lies roughly on the Arctic Circle, where the temperature may fall to 50 degrees below zero. Unprotected hands and faces become frostbitten in a few minutes; it is impossible to touch the metal of a rifle with the bare flesh; leather boots are of no avail to keep out the cold. Yet observer after observer reported from the front that the Russians engaged in this region of terrible cold were clad in uniforms of cotton stuff and had on their feet ordinary shoes made of such poor material that after a short time the toes



Here is a rifle pit in a trench in Finland's system of defence—the Mannerheim Line, named after her famous marshal. *Photo, Associated Press*

Stubborn fighting took place from the outbreak of the Russo-Finnish war on the Karelian Isthmus which joins Finland to Russia. Despite desperate and heavy onslaughts by the Soviet mechanized forces, the Finns held their own and inflicted heavy losses on the Russians. Above are three prisoners taken by the Finns during the fighting. *Photo, British Movietone News*

Finland's Peasant-President in the Trenches

President Kallio, once a peasant farmer and now Finland's leader in her astounding fight for freedom, is here seen during his recent visit to the Finnish Army in the south. Accompanied by officers of the High Command, he is inspecting a gun emplacement in the Mannerheim Line. He has followed the magnificent work of the Finnish Army with intense pride, and at the close of a broadcast to the Army that has withstood the onrush of the Red hordes he said: "Together with the Fatherland and sorrowing relatives we salute with you in all solemnity those heroes who have fallen in the defence of our country." *Photo, Planet News*

Real Arctic Weather Aids a Gallant Defence

The Finns are experts on skis, and these ski-soldiers in white uniform must present a very difficult target to the Russians.
Photo, Central Press

Not unlike choirboys in white surplices are these Finns in white cloaks, who are manning a similarly camouflaged gun.
Photo, Wide World

stuck out. And bad as were the weather conditions, worse still might be expected, for the really intense cold in this region does not begin until about the middle of January.

Some have argued that the Russians have such an enormous preponderance of men and war material that it is only a question of time before they swamp the Finnish defences. Such a view, however, pays insufficient regard to climatic conditions and to the all-important question of communications. In the Karelian Isthmus the invaders are fighting within but a few miles of the frontier and of their great base at Leningrad. Yet even here they were held up for weeks by the Finnish defences. In their campaigning in the centre of Finland and in the far north they are entirely dependent upon a single railway which runs from Leningrad to ports on the White Sea and thence to Murmansk. This line was hurriedly built in 1916 during the last war, and it is believed to be still only single-track. A few well-directed bombs might, therefore, completely sever this most vital line of communication, and the Russian armies would then be marooned in a country which is completely frostbound and even in summer produces little but timber.

Nor could succour be rendered by water, for the White Sea from Archangel westwards is now frozen over, and, although Murmansk is still open, it would be no easy matter to ship vast quantities of supplies through the Baltic and round Norway and the North Cape. Even if winter enforces a truce, life in these frozen lands must become terrible in the extreme, for the towns are so small and far apart that next to no shelter would be available. The natives find it impossible to work out of doors in wintertime.

It is not surprising that the main Russian attack was directed across the Karelian Isthmus, and that perhaps 150,000 men were flung into the battle in the hope of reaching a decision before the weather worsened. It was no doubt with the same intent of finishing the war as soon as possible that the air attacks on the southern cities of Finland were renewed after the middle of December. Not by such methods, however, is Finland's resistance likely to be overcome.

Judging from this photo of the feet of a Russian taken prisoner by the Finns, Soviet equipment is hardly of the first class, and quite inadequate for Arctic war.
Photo, Planet News

WHO IS FIGHTING WHOM?

Some Passing Thoughts on the German People and the Nazis

By The Editor

FROM the start of this strange war one of the expressed desires of those having authority in Great Britain has been that journalists should be mindful to distinguish between the Government based upon the dictatorship of the Nazi Party and the German people themselves. In this we have one more example of how our leaders, with the best intentions, may still contrive to mislead.

A like attempt was made in the war of 1914–18 to drive a wedge between the Kaiserism of that day, so much milder and decenter than Nazism and the German people, who still enjoyed a modest measure of personal and political freedom, as witness the various liberal-minded groups that were allowed to thrive, despite the frequent enforcement of *lèse-majesté*. There were no concentration camps, where outspoken objectors to the ruling power languished and rotted : the Kaiser's Germany had no Siberia.

Yet the attempt was made from 1914 onwards to effect a cleavage between Kaiserism and the Kaiser's people. An ineffectual attempt. Be it remembered that not until the British blockade and the sacrifice of more than two millions of British and French lives had beaten Germany's monstrous hosts of fighting men, long nurtured to conquer France and Britain, and to stretch the gimcrack German Empire from the Baltic to the Black Sea, did the rift appear between the starveling people and the Prussian Imperialists who led them, all in varying degrees of compliance and willingness. And be it also remembered that even their leading scientists and men of letters, their religious leaders (notably excepting Einstein), did not hesitate to back their Prussian war lords in the long-planned effort to place "Deutschland über Alles."

An Illusion Dispelled

Internationally-minded writers may vainly argue that there is no such thing as national characteristics, that the common people of all lands are all tarred with the one brush, or painted with the same whitewash ; that only the dominant leaders, using the common people for their own selfish ends in their lust for power, have qualities that are "national" or "individual." But the whole book of world history proves any such generalization unwarrantable.

Anyone who has had the opportunity to study at first hand, as I have had, the characteristics of the Latin Americans, for example, is astonished at the sharply defined national differences between Argentines and Chileans, between Brazilians and Peruvians, indeed between the peoples of all the ten republics who have derived from one original stock. It is true that these national characteristics can be traced in large measure to the crossing of the original Iberian peoples with native races of distinct tribal and ethnographical origins, resulting in physical and mental differences so obvious that they leave no room for "illusion." Indeed, certain of these Latin American peoples differ from their remoter Iberian progenitors as much as the Spaniards today differ from the Finns.

The thesis is too expansive to be pursued in a sentence or two, but it can be asserted that the real illusion is to suppose that the qualities of the German people and the British and French peoples are all of a piece. They are not, any more than the characteristics of the Moors and the Scottish Highlanders are akin.

The German tribes have been the scourge of Europe and the world ever since the ancient days of Goth and Hun. "The good German God" so often invoked by both Kaiser and Nazis is merely a nebulous tribal deity, whose conception has modified the outlook of the German people, imbuing them with a sense of racial superiority surpassing even that which the Jews have derived from the God of Israel, whom so many have made pretence to worship.

The modern history of Germanic ideals and aspirations suggests that a spirit of brutal heroics has been breathed into the common people, and has developed in them a sense of their being "chosen" by their "good German God" as a superior race, destined to rule the world.

How, then, shall the common people escape from this illusion ? They have not escaped — all their triumphs in the humaner arts notwithstanding. As a race they are distinguished by a willingness to suffer so that their national greatness may be made a reality before the world. Their subservience to their accepted leaders, their lack of independent courage —so greatly at variance with their mass courage—is the first and final proof of their radical differences from their remoter kinsmen, the French and British.

THE GERMANS THROUGH TWENTY CENTURIES

The Germans are out for plunder.
VELLEIUS PATERCULUS, Roman Historian, 19 B.C.–A.D. 31

The Germans impute mercy to fear, and the more you forgive them the more audacious they become.
PETRARCH, Italian Poet, 1304–1374

The Germans have no pity if they have the upper hand, and are hard and evil handlers of their prisoners.
FROISSART, French Historian, 1338–1404

The Berlin public is so utterly despicable that it can be well compared with the herd of swine in the Gospels.
FICHTE, German Philosopher, 1762–1814

Barbarians from old time, rendered more barbarous by hard work, science and even religion, profoundly incapable of any God-like emotion.
HOLDERLIN, German Poet, 1770–1843

Personal distinction was the virtue of antiquity. Submission, obedience, whether public or private—such is German virtue.
NIETZSCHE, German Philosopher, 1844–1900

The Germans have arrived too late with their claim to political hegemony. With such a claim they can no longer conquer the world ; they can only lay it waste.
ERICH KAHLER, German Publicist, writing in 1937

Free Peoples are Fighting Slaves

Now, all this brings me to the one thing of which we as a nation of free men, like our allies the French, should take heed : there can be no greater futility of thought than the supposition that the Germanic people, derived from groups of aggressive and predatory tribes, do other than rejoice to follow the leadership of those among them who promise rich spoils from their neighbours. Nothing can be farther from reality than the belief that there is at present a considerable body of Germans ready and willing to break with Hitlerism. If there were, Hitler would have been assassinated long ago.

That the free peoples of Europe are today fighting the slave peoples is the stark and demonstrable truth. Britain and France are now engaged in a life and death struggle with the Germanic slave peoples, and not until that struggle has been decided by the destruction of the "evil thing" that has made Germany the home of the horrors that free men everywhere have fought against for ages—not until this has been eradicated will there be a hope of making them see the light.

All Germans—not merely their war-lusting leaders—must be held responsible for originating these horrors of modern warfare : (1) Poison Gas, (2) slaughter of thousands of innocent men, women and children at sea, (3) aerial bombing of open cities with immense destruction of good and harmless lives, and (4) the poisoning of world thought with a flood of lying propaganda the effect of which will endure for centuries.

That they themselves have been poisoned in the process is hardly to their credit, and it is undeniable that nationally considered they are our enemies, whether it be Treitschke or Hitler that has made them so. We British must be realists, and until we have proved to the German people by every means in our power that their age-old business of aggression and inhuman assault upon their peace-loving neighbours doesn't pay, there will be no peace in Europe or the world.

Greatest Air Battle in History

What was the biggest air battle of the war to date was fought in the skies near Heligoland on December 18, 1939. There were losses on both sides, but Germany's newest fighters gave no indication of their much-vaunted superiority.

This smiling young man, wearing his full flying kit, is one of the pilots who took part in the great aerial battle of Heligoland on December 18, 1939. The photograph was taken on December 21.

In mid-December H.M. Submarine "Salmon" and units of the Royal Air Force observed several ships of the German Fleet venturing for the first time outside their naval strongholds, and it was at once decided to send a force of British heavy bombers to search for and attack any enemy warships found at sea. So in the afternoon of December 18 a squadron of big Vickers "Wellingtons" flew out to carry the fight once again far into the enemy's territory.

Reaching the Heligoland Bight area, there was not a warship to be seen outside the harbours, but the Germans on this occasion seemed determined to teach their aerial gate-crashers a lesson, and sent up a fleet of fighters to engage the "Wellingtons" when they approached their objective at Wilhelmshaven.

The famous single-engined Messerschmitt ME 109 formed part of the defending force, but a large proportion consisted of the new Messerschmitt ME 110 type, used in Poland but not hitherto met with by the R.A.F. These formidable "air destroyers," as the Germans have dubbed them, are heavily armed twin-engined fighters said to be capable of 370 miles per hour—a nominally higher speed even than our own "Spitfire" single-seater can attain. The armament is believed to consist of two shell-firing guns as well as four rifle-calibre machine-guns. Our own modern fighters, like the "Hurricane" and "Spitfire" employ very successfully eight of the latter class of weapon.

In the Heligoland Bight battle the "Wellingtons"—100 miles per hour slower than their adversaries, but with five separate machine-gun positions, including two in power-operated turrets—were undaunted by the appearance of the ME 110, but were, on the contrary, eager to match themselves against the enemy's new weapon. The gunners of the British machines sent more than twelve Messerschmitts, including at least six of the new type and representing in all about half of the defence forces, crashing down to destruction. The concentrated fire of the Messerschmitts also told on the attacking squadron, for seven of our aircraft and their daring crews failed to reach home and their unfortunate loss was immediately admitted by the Air Ministry.

This is anticipating, however. Let us return to the official story of the battle.

The fighting quickly became intense as the crack fighter squadrons strained every nerve to find means to break down our close and tightly-packed sections. Then, as the bombers came over Wilhelmshaven, they were exposed to the full blast of the anti-aircraft defences of the naval base. The Germans hoped in this way to force the formations to open out, so that their fighters might then be able to deal with them individually, and it was after our bombers had completed their task and turned away from their objective on the return journey that the main attack of the enemy fighters developed.

As this phase of the action developed casualties on both sides began to mount up. The heavy concentrated fire of the formations had resulted in so many losses to the Messerschmitts that, in a last desperate attempt to break down the ordered array of bomber sections, the Messerschmitts 110 attempted the most spectacular attacks at great speed on the beam of the formations, trying to sweep the formations with fire from stem to stern.

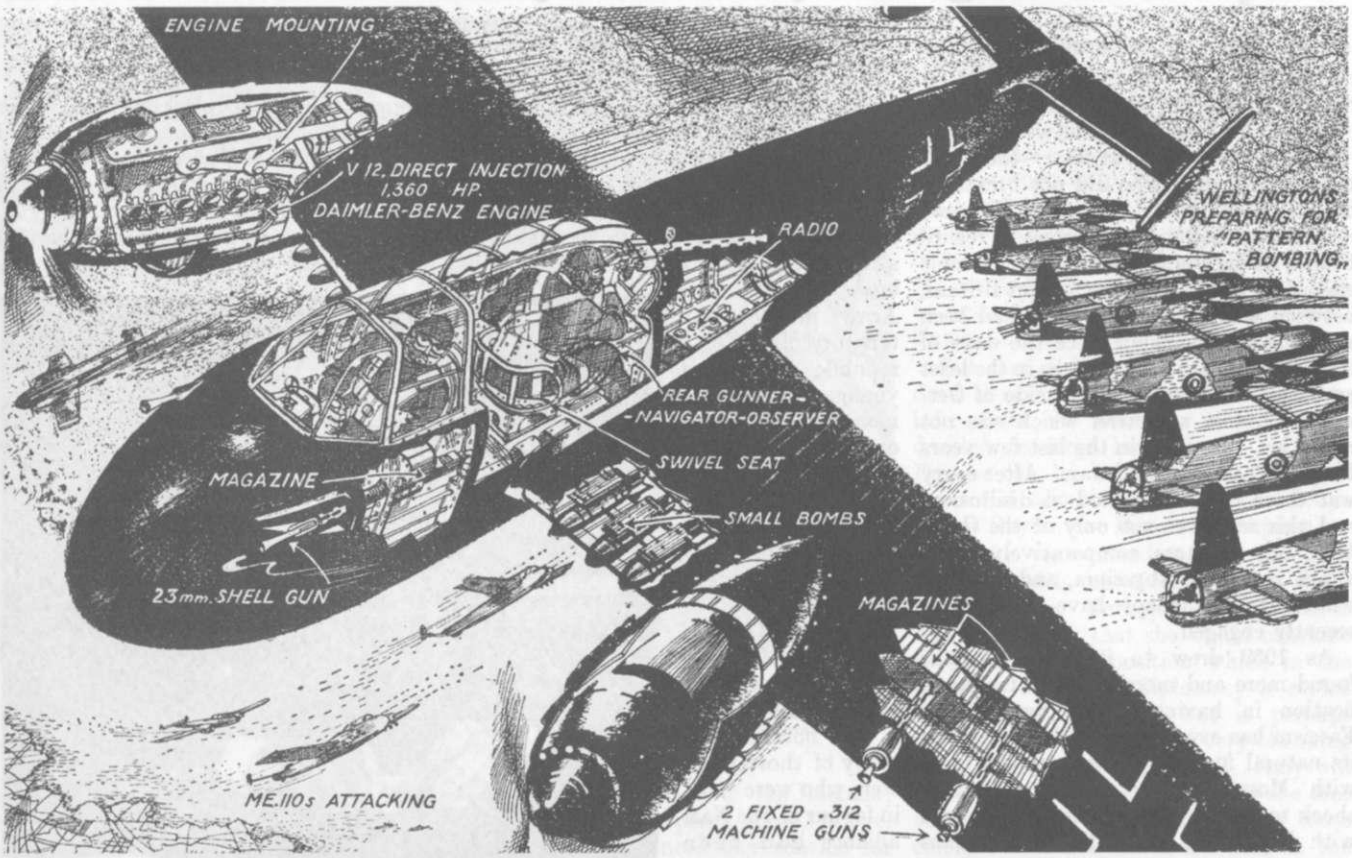
"This was, in fact, the biggest aerial battle ever fought. At a hazard I should think that there were about 80 to 100 aircraft engaged. We were greatly outnumbered and outmanœuvred because of the higher speed of the fighters. The crews fired shot for shot and gave better than they got. Most of our crews were under fire for the first time, and they have returned confident that on the next occasion the enemy will suffer a far heavier blow. That occasion, they hope, will not be too distant.

"There is no doubt whatever that we were attacked by the best fighters of the German Command. Ours was just a normal team. All the crews were surprised at the performance of the German aircraft and their determination to press home the attack. We felt that they were worthy opponents."

The leader of the British formation said afterwards: "I could see them collecting like flies waiting to attack us.

Here are some of the British pilots who took part in the great aerial battle of Heligoland. Smiles and thumbs up show that they know they had by far the best of it. The official report of the Heligoland battle stated that: "The laurels go to the Wellington bombers, which resisted the most desperate, and, it may be said also, the most courageous and dashing efforts of the enemy's crack fighters to break them up."

They Were 'Like Flies Waiting to Attack Us'



The Messerschmitt ME110, shown here in sectioned diagram, is a new design of fighter aircraft that was used by the Nazis in the Polish campaign, and machines of this type have now reinforced the defence forces on the north-west coast of Germany. Coming into the twin-engined two-seater class, it is exceptionally fast and well armed. The drawing indicates the position of the six forward guns; there may be also a rear gun for the observer, and this is shown. In the great air battle near Heligoland on December 18, an ME110 was employed as an interceptor fighter against the R.A.F. "Wellingtons," but its value for bomber escort, ground attack, or reconnaissance has not been overlooked.

Specially drawn for THE WAR ILLUSTRATED *by Haworth*

But even this manœuvre had little success and many of their aircraft were shot down. The defeat of this final effort was the last phase of the action, and our air gunners, excited and tired, had the satisfaction of seeing the last remaining fighters disappearing towards their own shore.

Flying wing-tip to wing-tip, the "Wellington" bombers had held together in spite of anti-aircraft fire and continuous attacks. Again and again the enemy fighters, daring to come in too close, were shot down, and the bombers continued on their course unchecked and unshaken.

Where single aircraft were forced by hits to fall away from their section formation they were still by no means an easy proposition for the enemy fighters. Some of these aircraft were lost fighting to the end, with a gallantry to which the Germans themselves bear witness. Others fought their formidable opponents off single-handed, and ultimately succeeded in crossing 300 miles of sea, even though maimed and with fighting turrets out of action.

One of the bombers shot down no fewer than five fighters, and although the crew were attacked continuously for nearly forty minutes, closely followed 60 miles out to sea by a swarm of fighters, they succeeded in driving them off and bringing their aircraft back safely. This exploit testifies to the tremendous fighting power of the "Wellington" and to the dogged determination and courage of its crew.

Now for some first-hand narratives. The pilot of the 'plane which "drew first blood" said:

"When we were near Heligoland, and before the main fight had begun, we were attacked by a solitary fighter. He chose my aircraft out of the formation, and in a few seconds my rear gunner had the satisfaction of seeing his enemy crash into the sea.

"Later, when the battle had developed on a large scale, and when the formation was steadily penetrating over German waters, a Messerschmitt 110 singled us out and sat on our tail for about twenty minutes.

"We certainly hit him, but I am not sure whether he was actually brought down. We last saw him flying towards the sea. Perhaps he was one of the few casualties which the Germans admitted. They claimed, I think, that two of their fighters had landed on the water.

"We were busily engaged with another Messerschmitt 110 when a Messerschmitt 109 suddenly flew straight into our cross-fire and blew up in the air.

"The enemy attack was sustained and most persistent throughout. All our gunners were kept fully occupied by their enemy's method of employing about five fighters to each bomber. If at any time during the battle we were able to get a fifteen-seconds rest we were more than grateful."

The Gunner Was Dangling Over the Sea

One aircraft had to leave the formation and descend into the sea some distance off the English coast through a petrol leak. This aircraft had been severely shot at in the action. All its guns had been put out of action by shells and machine-gun bullets, and the bottom of the front turret had been blown out by shells and set on fire.

"My gunner," the pilot said, "was very prompt with the fire, and put it out with his gloved hand. But for him the aircraft would have been set alight within a few seconds. His quick action saved our lives.

"When the bottom of the gun turret was blown away the gunner found that one of his legs was dangling in the air over the water, but his huddled position kept him from falling into the sea."

This young gunner expressed the greatest admiration for his sergeant pilot. "We shall never know how the pilot managed to control his aircraft through such difficulties," he said.

The German Propaganda Ministry, true to tradition, immediately fastened on this air fight as a suitable reply for the defeat at sea of the "Graf Spee." So the German public had it impressed upon them that their airmen had achieved a truly *kolossal* victory. Forty-four R.A.F. 'planes ventured near Germany, they said, but only eight lived to tell the tale—yet, as the British Air Ministry dryly commented, our total forces of aircraft engaged were less than the losses alleged!

Wing Commander Schumacher, of the German Air Force, stated that as leader of the fighter squadrons in that area he sent up every available machine to attack the invaders, and that the rout of the latter was complete and shattering. The German losses were (at least, so he said) only two Messerschmitts of the ME 109 type, and not one of the men was a serious casualty. Furthermore, Goering had decorated him with the Iron Cross (1st Class) for his part in the "victory."

'Non-Belligerency' Is Italy's Name For It

What will be Italy's attitude to the war during 1940? This article, while not pretending to give anything in the nature of a definitive answer to the question, at least suggests some of the considerations which must be borne in mind.

WHEN on September 1 Italy decided to keep out of the war—for the time being, at least—there was hardly an Italian who did not breathe a deep sigh of relief. Although the man in the street had gradually come to regard France as his country's rival and possible enemy, he had little desire to fight Britain, between whom and Italy there had been a feeling of friendship since the days of the Risorgimento; nor was he in the least enthusiastic to march at the side of German troops in a quarrel which was not really his. Besides, in the last few years Italy has had her fill of war. After every war there comes a period of disillusion, and this was true not only of the Great War, but of those comparatively small affairs in Libya, Abyssinia, and Spain in which Italian troops have been more recently engaged.

As 1939 drew to its close Italians found more and more occasion for gratification in having "kept out of it." Fascism has ever regarded Bolshevism as its natural foe, and Hitler's cynical pact with Moscow came as a tremendous shock to Italian political feeling. It was with disgust and horror that the Italians learnt the news of the rape of Poland—a Catholic country like their own; and they were still further perturbed when Russia, not content with having seized half Poland, proceeded to dominate the Baltic States and finally to make an altogether unwarranted attack on Finland. When the Red Army invaded the territory of the little republic crowds of young Italians demonstrated in favour of Finland, and it was reported on good authority that a number of Italian 'planes had been dispatched to the scene of war.

When on October 31 Signor Mussolini subjected his cabinet to drastic overhaul, it was noticed that many of those ministers who were most in favour of the Nazi alliance had been dropped, while their places were taken by men, some of them comparatively untried and newcomers so far as the public was concerned, who had made no disguise of their opposition to Bolshevism.

Still, however, the Duce was careful to insist that there was nothing in the nature of a break in the Rome-Berlin axis. "The relations between Italy and Germany," the Fascist Grand Council put on record after its meeting of December 7, "remain such as they were fixed by the Treaty of Alliance and by the exchanges of views that took place in turn at Milan, Salzburg, and Berlin."

Here is thirty-six-year-old Count Galeazzo Ciano, Mussolini's son-in-law, who since 1936 has been Foreign Minister of Italy.
Photo, Wide World

A few days later, on December 16, Count Ciano, the Italian Foreign Minister, in a speech to the Chamber of Fascios and Corporations in Rome, gave a review of the situation which was interesting if not altogether illuminating. "The position assumed by Italy on September 1," he said, "was a position of non-belligerency strictly in conformity with the German intention of localizing the conflict, and directly ensuing from the Pact and collateral undertakings existing between Italy and Germany." Italy had made it known to Germany shortly before the war, he went on, that a minimum period of three years was necessary to bring the preparations of her war equipment up to the desired maximum level. Not that Italy feared war. "The Italian people are so little afraid of war that since 1911 to this day they have spent more years at war than in peace."

Nevertheless, at the close of the year Italy found herself at the parting of the ways. Three courses lay open. In the first place she might maintain her present

Since the Great War Italy has tended to regard the Balkans as being her own particular sphere of influence, but she has now to meet in ever-increasing measure the rivalry of Germany and Russia. How complex is the state system of this uneasy corner of Europe will be plain from this map. Also indicated are the principal rail and water lines of communication. Turkey's key position will be manifest.

But Mussolini Still Has His Dreams of Empire

In the war of ideologies Fascism has declared itself to be firmly opposed to Bolshevism, and it was hardly surprising that when the U.S.S.R. made its attack upon Finland the sympathies of the Italian people were shown to be most obviously with the latter. Above we see Italian students gathered in vociferous sympathy outside the Finnish Legation in Rome.

Photo, Wide World

attitude of "non-belligerency" which, she claimed, had up to now averted an extension of the conflict to south-eastern Europe. This was the attitude confirmed by the Grand Council.

Alternatively, Italy might definitely enter the war as an active partner of Germany. Such a course would seem to be natural on the part of a member of the Axis, and before the war it was openly suggested that Italy was to be given a free hand by Germany in the Balkans, while the Nazis made their drive towards the Ukraine. The pact with Moscow upset this calculation, however, and it is almost certain that the signing of the pact was the decisive factor which induced Signor Mussolini to refrain from declaring war in September.

Interest in the Balkans

As suggested in an earlier article (*see* page 213), the Duce may well be sincere in that detestation of Bolshevism which he has often expressed, and the developments of recent weeks may have fortified him in his attitude of hostility. Not only have most of the political and territorial gains accrued to Russia, but Italy's hopes in the Balkans are likely to be affected by the revived interest of Russia in Bessarabia and the Black Sea. Furthermore, now that the road to the Ukraine is effectively barred by Soviet bayonets, the Nazis cannot but feel attracted by that alternative road to the south—that road which runs through Rumania and the heart of the Balkans.

In the light of this eventuality, Italian spokesmen made frequent reaffirmations of Italy's profound interest in the political and economic situation of the Balkans; for instance, in the speech quoted above, Count Ciano denounced any scheme for the formation of a Balkan bloc.

As a last alternative Italy might decide to repeat her step of 1915 when she broke with her partners of the Triple Alliance and entered the war against them as the ally of France and Britain. It may seem unlikely that 1915 will be repeated in 1940, but the Duce, realist as he is, may come to the conclusion that he has little to gain from his present allies, who, after all, can do little more than encourage him to seize from the "fat democracies" Tunis, Corsica, or North Africa. . . .

But though Mussolini may hesitate to draw the sword, it would be dangerous to infer from his hesitancy that he has decided to forgo his claims. "A new Europe can be built only when Italy's territorial claims have been satisfied," says Signor Gayda, the Duce's mouthpiece.

As the year closed it was far from certain which of these courses Italy would pursue. Perhaps on the whole it was most likely that she would continue to preserve that position which in the language of current diplomacy is styled as "non-belligerency," but is perhaps only another word for that very old thing called "sitting on the fence." Italy will come down from the fence when she sees the way clear to the satisfaction of those colonial demands which are still in the very forefront of the Fascist programme.

Signor Mussolini's skill in keeping his country out of war has still further enhanced his popularity amongst his people, and when the seventeenth anniversary of the March on Rome was commemorated the Duce was the centre of enthusiastic demonstrations. This photograph shows men of the Fascist militia saluting him with upraised daggers. Behind the Duce is General Starace, recently-appointed Chief of Staff of the Militia.

Photo, Planet News

The King Honours the Brave and the Fair

Five men were decorated by the King on December 19 at a Naval depot in recognition of their remarkable bravery in dismantling a German magnetic mine that had come ashore. Four are seen above: left to right, Chief Petty Officer C. E. Baldwin, D.S.M.; Lieutenant J. E. M. Glenny, D.S.C.; Lieutenant R. C. Lewis, D.S.O.; Lieut.-Commander J. G. D. Ouvry, D.S.O. Right, the King is decorating the fifth, Able Seaman A. L. Vearncombe with the D.S.M.

THE men whom the King decorated were from the chief torpedo and mine school of the Royal Navy, which, though it is on land, is officially known as H.M.S. "Vernon." They opened and examined the first mine dropped by Nazi aircraft to drift ashore, so that its secrets might be known and the necessary counter-measures taken. As the exact nature of the mechanism was unknown the mine might have exploded at any moment, and the work called for skill and bravery of the highest order.

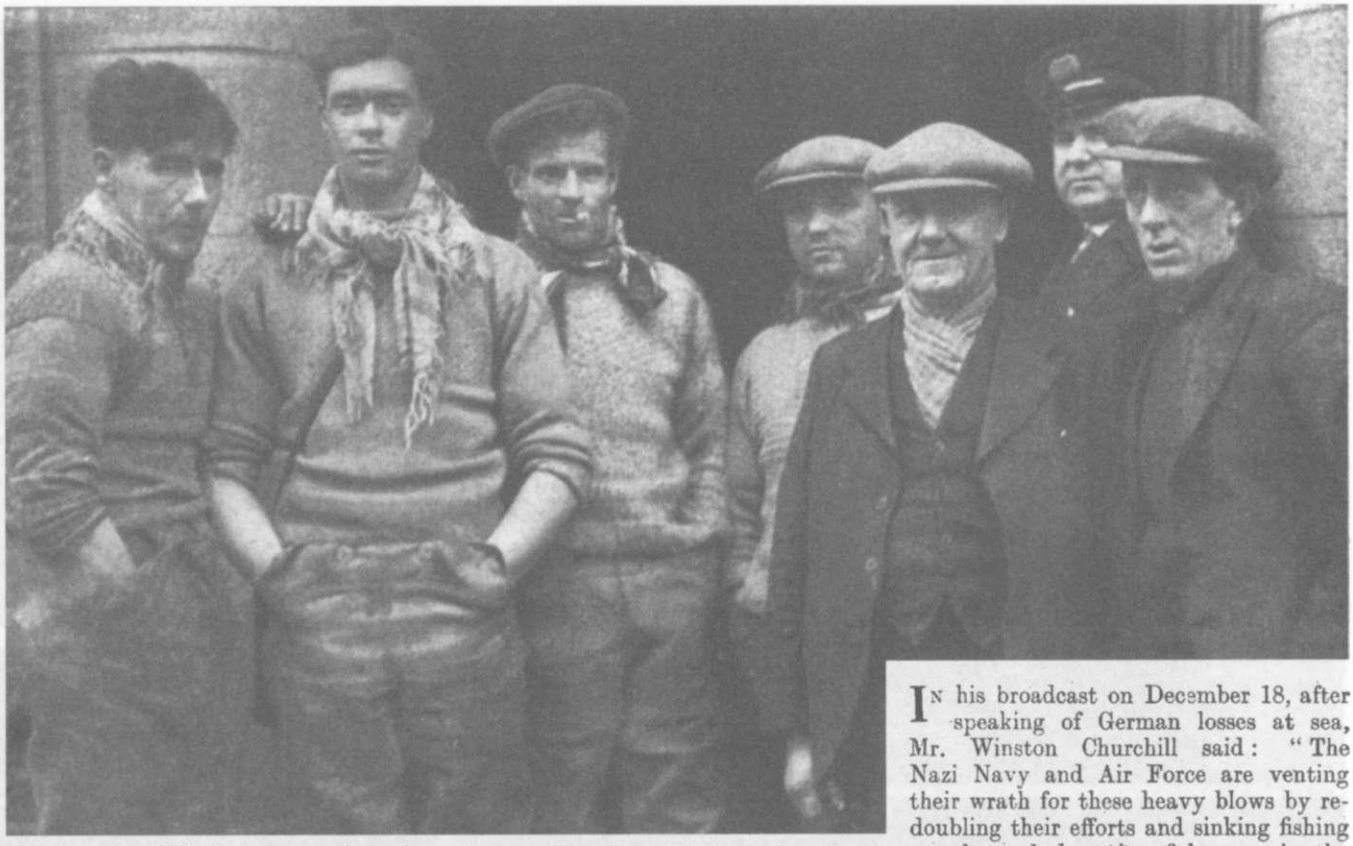
During his tour of Naval depots in the South of England the King inspected a number of "ratings" of the Women's Royal Naval Service on the Parade Ground of Marines' Barracks. Left, his Majesty is passing down the line while recruits, not yet in uniform, stand rigidly to attention. At all Naval depots "Wrens" are now doing work as clerks, cooks and in many other capacities, thus relieving men for more active work.

Photos, Keystone

The King has lost no opportunity in expressing his admiration of the work of the men who man the minesweepers, and his Majesty is here seen during his tour of Naval depots inspecting the crews of minesweepers whose work, though unspectacular, is fraught with the utmost danger. The minesweepers are manned chiefly by fishermen, and when, at the end of November, the call was made for 2,000 to form the crews of the additional trawlers needed to meet the new Nazi frightfulness on the sea, more men than were needed immediately volunteered.

Photo, Keystone

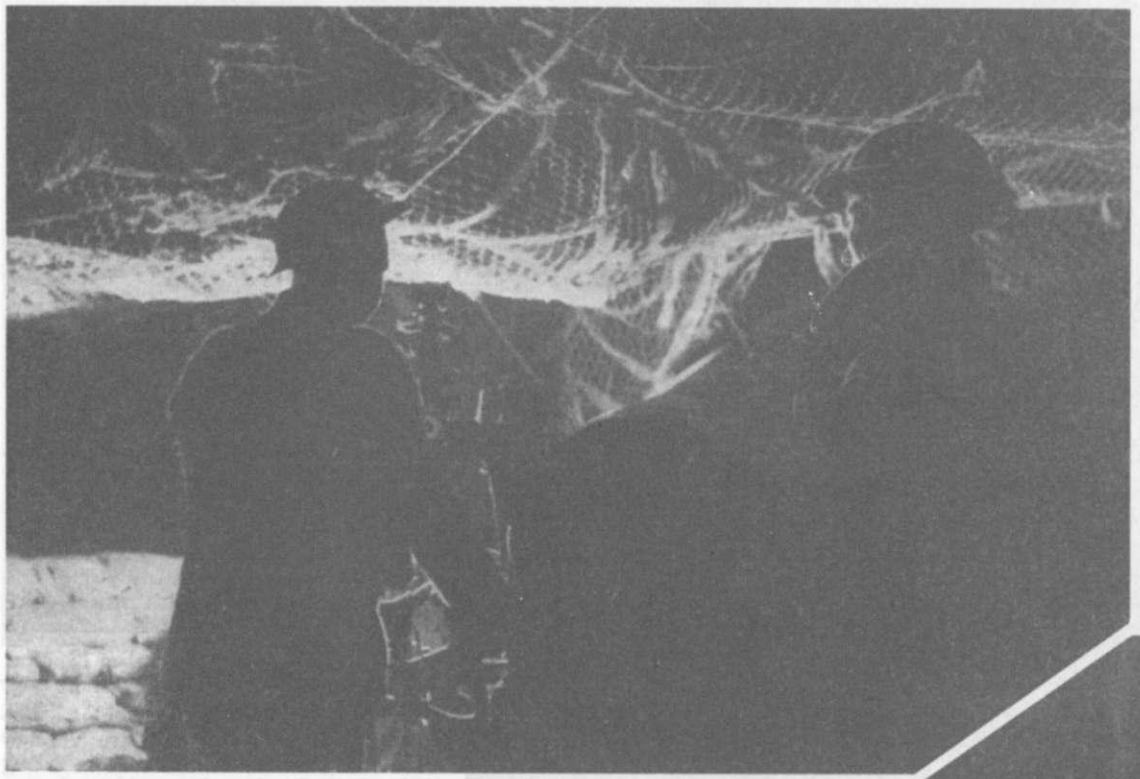
They Were Targets of the Nazi Air Murderers



On December 19 Nazi airmen made another attack on defenceless British trawlers. Two were sunk and one, the "Etruria," badly damaged. Three of the "Etruria's" crew were killed, and above are the survivors after landing at a British port. Below is the fore deck of the "Etruria" with the bow practically torn away. *Photos, Topical*

In his broadcast on December 18, after speaking of German losses at sea, Mr. Winston Churchill said: "The Nazi Navy and Air Force are venting their wrath for these heavy blows by redoubling their efforts and sinking fishing smacks and drowning fishermen in the North Sea. . . . These outrages are the tactics of a guilty regime which feels the long arm of sea-power laid upon its shoulder." During the attack in which the "Etruria" was sunk 15 of these defenceless little ships were bombed, an act of savagery scarcely ever equalled in the annals of the sea. Two of them were sunk.

Looming Silent and Shadowy in the Night



These impressive photographs were taken at night in gun-pits in France. Left, a big gun, screened from prying eyes by a curtain of camouflage, is ready to be fired, and a member of its crew is checking the lay by the light of a pocket torch. Camouflage in warfare is more necessary today than ever in the past, for enemy aircraft take great pains to photograph their opponents' positions as often and as completely as possible, and what is not easily visible to the naked eye from ground level may be spotted by the camera from the air.

Britain's

WORDS THAT HISTORY WILL REMEMBER

(*Continued from page* 538)

What Russia Demanded from Finland

Monday, December 11, 1939

Extracts from WHITE BOOK issued by FINNISH GOVERNMENT, outlining the Soviet's demands :

To make possible the blocking of the Gulf of Finland by artillery from both coasts to prevent enemy warships or transports entering the Gulf of Finland.

To make it possible to prevent any enemy gaining access to those islands in the Gulf of Finland situated west and north-west of the entrance to Leningrad.

To move the Finnish frontier along the Karelian Isthmus, now 20 miles from Leningrad —that is, within the range of big guns—to positions farther north and north-west.

To adjust the frontier in the north in the Petsamo region, where the frontier was badly and artificially drawn.

The following questions of common interest should be settled by mutual arrangement :

First : Leasing to the Soviet Union for 30 years the port of Hangoe and the territory adjoining situated within a radius of five to six nautical miles to the south and east, and three to the north and west, for the purpose of establishing a naval base with coastal artillery capable, in conjunction with the naval base at Paldiski (Estonia), of blocking access to the Gulf of Finland.

For the protection of the naval base the Finnish Government should permit the Soviet Union to maintain in the port of Hangoe the following : One infantry regiment, two anti-aircraft batteries, three Air Force regiments, one battalion of armoured cars—the total not to exceed 5,000 men.

Finland, in exchange for other territories, should grant the following : The islands of Suursaari, Sriskara, Lavanskari, Tytarskari and Koivisto, part of the Karelian Isthmus to a total of about 1,066 square miles.

Germany Shifts War Guilt on to Britain

Tuesday, December 12

HERR VON RIBBENTROP in the preface to German White Book "Documents for the Period Preceding the War":

Since enemy propaganda is busy misleading the world about the causes of the war, it is important to prove beyond all doubt, with the help of official documents, that Britain alone caused the war, and desired it in order to destroy Germany.

This collection of 482 documents deals with all the most important of the events from which the war with Poland, and then with Britain and France, developed. The documents show the systematic struggle conducted by the Poles, ever since the Great War, against Danzig and to destroy everything German in Poland. They prove the unlimited and gracious patience of the Fuehrer, and his statesmanlike endeavours to put German-Polish relations on a permanent basis that would do justice to the interests of both sides. They prove, on the other side, the short-sightedness and lack of understanding of the Polish rulers, who destroyed the possibility of reaching a final settlement that was offered again and again by Germany.

Above all, one can see from them how, immediately after Munich, Britain's will to war became more and more obvious, and how the British Government finally used the blindness of the Polish Government—which Britain had deliberately brought about—to unleash against Germany a war that had been planned long ago.

It would be necessary to give the history of the whole post-war period fully to unmask the hypocritical policy of Britain, whereby she opposed any attempt by Germany to free herself from the chains of Versailles, and stopped any possibility of a revision of those dictates at the conference table.

But it is sufficient to look at the short period since the autumn of 1930, on the basis of the documents in this White Book, to recognize that Britain had determined beforehand to meet the progress of the Fuehrer with force—the Fuehrer, whose statesmanship had removed the worst crimes of Versailles without bloodshed, and who would have succeeded in the same way in finding a peaceful solution of the German-Polish question if Britain had not misused Poland as a tool in her desire for war.

This historic fact is confirmed by Britain's insulting challenge to Germany in answer to the final magnanimous offer of peace which the Fuehrer made in his Reichstag speech on October 6. . . .

No Peace for Europe on Hitler's Terms

Wednesday, December 13

LORD HALIFAX, Foreign Secretary, in the House of Lords :

. . . We are blamed . . . for not having made sufficient effort to conciliate Germany. I am not aware that Germany has exhausted herself in efforts to conciliate us, and I entirely decline to see this country put into the dock in international affairs and held in any way to blame comparably with Germany for the tragedy into which the world has moved. . . .

I am quite certain Hitler is very anxious for peace on his own terms. I cannot be sure that he is anxious for peace on terms that would make for the peace of Europe in later generations.

Nobody can feel more strongly than I do the horror and tragedy of war. Nobody can feel more strongly than any one of your lordships about how criminally wrong it would be to miss any opportunity for peace.

But do not you come back to the fundamental question : Were you or were you not right to make a stand for the cause which led you into this war three months ago ? I could understand the pacifist saying you were wrong, but if you were right, would it not be wrong to stop until you had done your utmost to secure the cause for which you went to war ? . . .

Unity and Self-Sacrifice will Win the War

M. PAUL REYNAUD, French Finance Minister, in the Chamber of Deputies :

This is the language of sacrifice. . . . I consider victory to be certain if Frenchmen will show themselves worthy of the great hours of their history. The war potential of the Allies is immense because the freedom of the sea, though disturbed, is still maintained.

After six years of the Nazi regime the German people are undergoing a nervous strain comparable with that which they underwent at the beginning of 1918 after three and a half years of war. Nazi leaders know that a military check would set in motion factors leading to the collapse of the regime drawing its sustenance from prestige and terrorism.

We must prepare ourselves against the dangers of prolonged military inaction. Hitler, who is a revolutionary agitator, has watched German democracy fall to pieces. He has always since 1933 placed his hope in the weakness of democracy, and he is still playing this card, believing that internal dissension will come as time passes. . . .

It is possible that this war, which began in a sort of apathy, may finish in a general conflagration. Perhaps in the darkest days our idea of liberty and of prosperity will exist only in our hearts, but it will be there ready to blossom forth after the days of trial.

That day is upon us, but we shall win. We shall conquer the enemy if first of all we conquer ourselves.

Russia Ignominiously Expelled from the League

Resolution of LEAGUE OF NATIONS on Russian Invasion of Finland :

The Assembly of the League, having determined that by the aggression which she has committed against Finland the Soviet Union has violated all its agreements and special political accords with Finland, as well as the Pact of Paris (the Kellogg-Briand pact) and Article 12 of the Covenant of the League : and inasmuch as it has proceeded to a denunciation without legal right of the treaty of non-aggression concluded with Finland in 1932 which should have remained in force until the end of 1945 ;

Solemnly condemns the action of the Soviet Union against the Finnish State, addresses the present appeal to each member of the League, so that it might furnish such material and humanitarian aid to Finland which it is able to do, and might abstain from any act which might diminish Finland's power of defending herself, authorizes the Secretary-General to give all the aid of the League's technical services to the assistance of Finland. . . .

Considering that the Soviet Union, in spite of the invitation extended to it, and which it rejected before the Council and the Assembly could make an inquiry into the conflict with Finland,

That by virtue of the fact that it has violated its most essential obligations towards the League and its guarantees for the peace and security of nations, and has acted in this affair as if the conditions outlined in Article 15 of the Covenant did not apply to itself,

That it has vainly tried to justify its rejection by pretending to be in relations with a Government which does not exist, either legally or in fact, and has ignored the Government of the Finnish people which represents Finland's free institutions.

That the Soviet Union is not only guilty of violation of its obligations under the Covenant, but by this very fact is placed beyond the jurisdiction of the Covenant. . . .

Thursday, December 14

Resolution expelling Russia from League of Nations :

The Council, having taken cognizance of the resolution adopted by the Assembly on December 14, 1939, regarding the appeal of the Finnish Government, (1) associates itself with the condemnation by the Assembly of the action of the Union of Soviet Socialist Republics against the Finnish State, and (2) for the reasons set forth in the resolution of the Assembly, in virtue of Article 16, paragraph 4, of the Covenant, finds that, by its act, the Union of Soviet Socialist Republics has placed itself outside the League of Nations. It follows that the Union of Soviet Socialist Republics is no longer a member of the League.

'Tin Hats' for the Heads of Britain's Defenders

The raw material of steel helmets is seen above. Blanks from which they are stamped out are being piled on a truck which carries them to the press room.

IT was not until February 1916 that the first steel helmets were issued to the British troops in the last war, but in this war they are an essential part not only of the soldiers' equipment but of that of the police, the A.F.S. and A.R.P. workers. The steel helmet of today has been evolved by the patient research of scientists and can now be considered to have been perfected In the factory where these photos were taken about 300 men are employed and 50,000 helmets a week are produced.

When the blank has been pressed into shape the next process is fitting the stainless steel rim. It is welded in position and then clinched home by the impressively powerful machine seen above.

Above left, a helmet has just been stamped out of a blank and the operator holds in his hand the surplus metal. When once the helmet has taken its final shape it is painted inside and outside before the linings are put in. Right, a man is spraying on the paint. He wears a mask over his mouth and nose to guard against inhaling particles of paint, while his hair is protected from the spray by bandages. After being painted, the helmets are passed on a conveyer through drying furnaces.

Photos, Pictorial Press

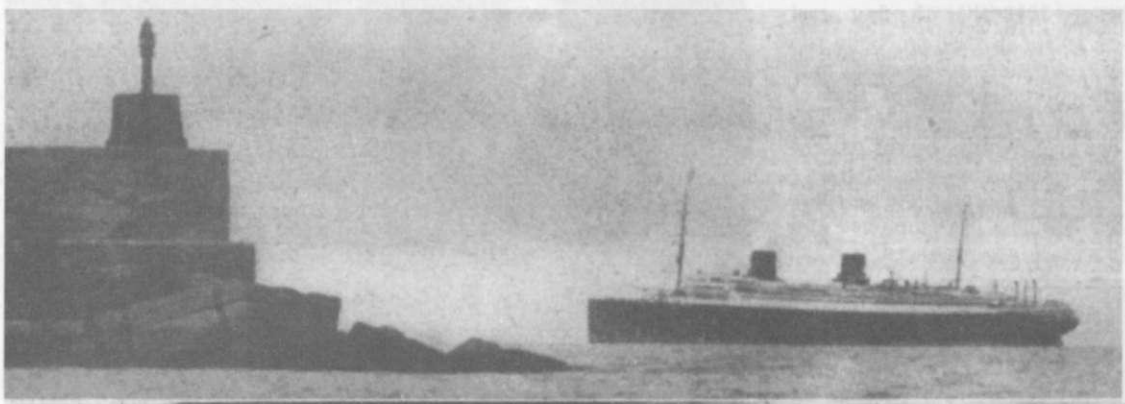
They 'Scuttle'—Because That's the Nazi Way

THE most remarkable evidence of the plight in which the Nazi rulers of Germany find themselves is afforded by the policy of scuttle adopted for the German Mercantile Marine. From the outbreak of war up to Christmas eighteen German merchant ships were sunk to prevent them becoming prizes of the Allies. They are the following:

"Adolf Leonhardt," 2,989 tons
"Adolf Woermann," 8,577 tons
"Antiochia," 3,106 tons
"Bertha Fisser," 4,110 tons
"Carl Fritzen," 6,594 tons
"Columbus," 32,581 tons
"Emmy Friedrich," 4,327 tons
"Gonzenheim," 4,574 tons
"Halle," 5,889 tons
"Inn," 2,867 tons
"Johannes Molkenbuhr," 5,294 tons
"Mecklenburg," 7,892 tons
"Minden," 4,165 tons
"Parana," 6,038 tons
"Poseidon," 5,864 tons
"Tenerife," 4,996 tons
"Ussukuma," 7,834 tons
"Watussi," 9,521 tons

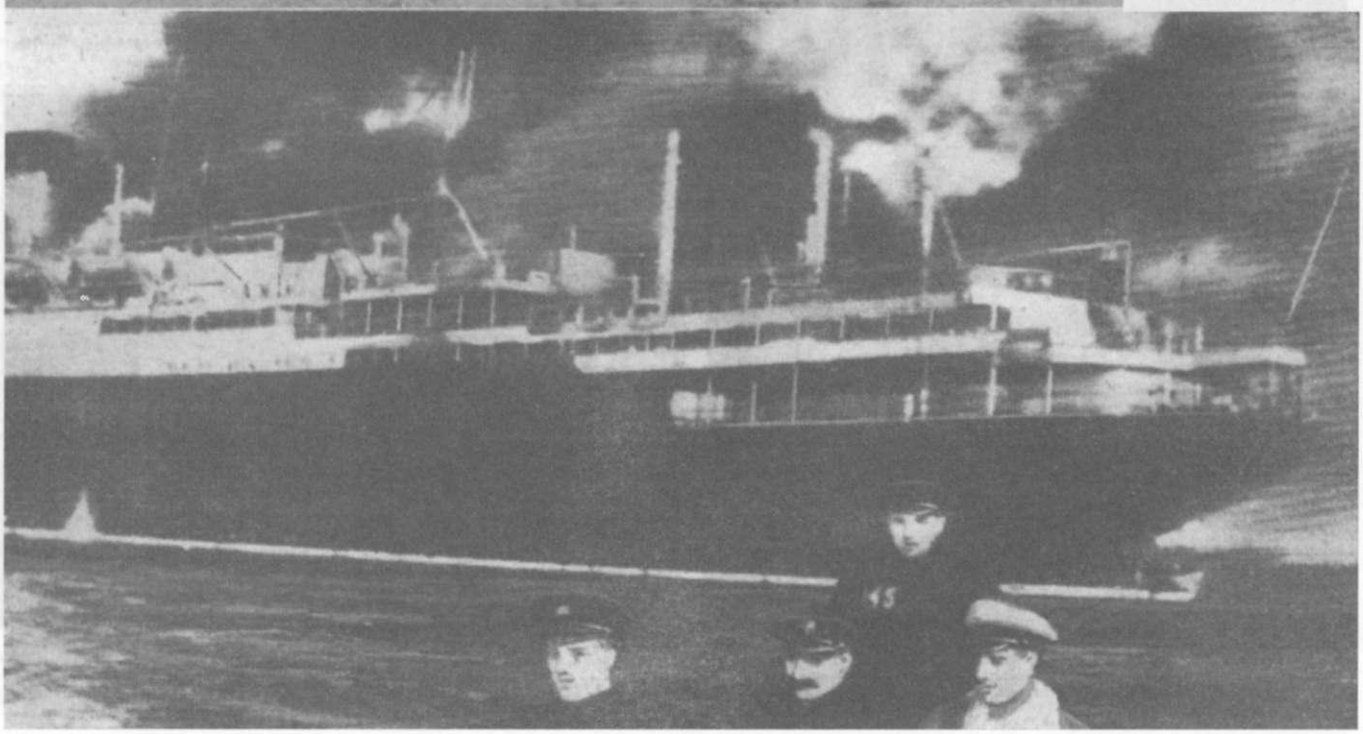
The scuttling of the "Columbus," Germany's third largest liner, off the coast of Virginia on December 19, was the climax of this astounding series of incidents, unique in the history of the sea.

"The Order of the Silver Scuttle" *Cartoon by Illingworth, by courtesy of the "Daily Mail."*

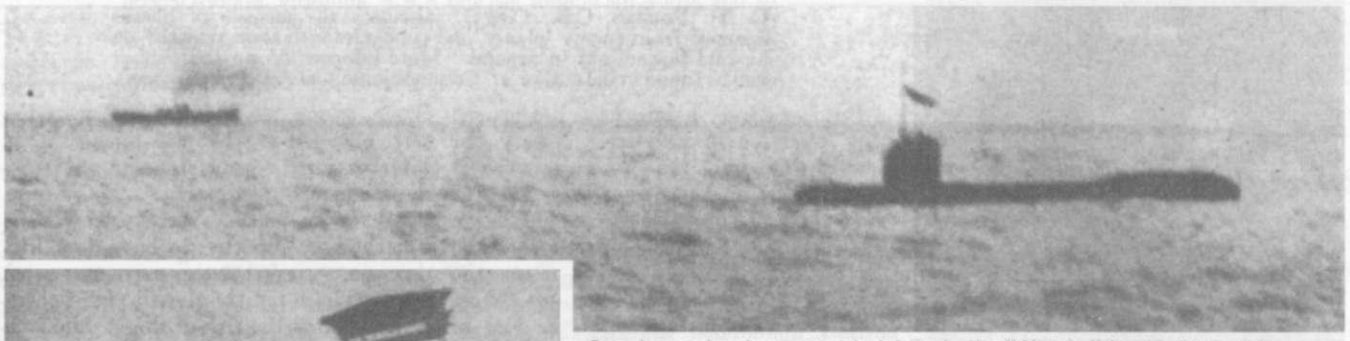


In the photograph (left) the 32,581-ton German liner "Columbus" is seen at anchor off Campeche shortly after she sought refuge on the outbreak of war, September 3. The Nazis continued their policy of scuttle by sinking her and setting her on fire after she had been challenged by a British warship on December 19. Below is "Columbus" burning, with some of the survivors rowing away.

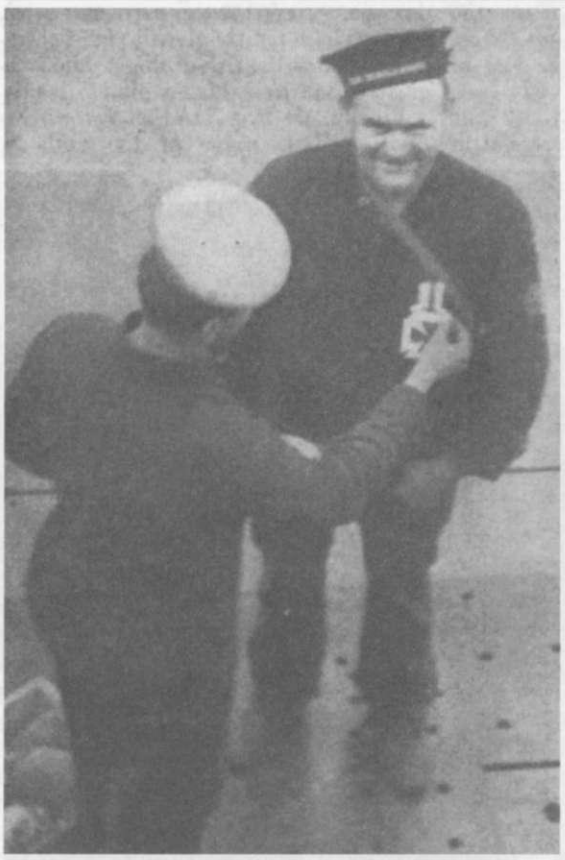
Photos, Wide World and Planet News



Ursula's Exploit in 'Hitler's Cabbage Patch'



Seen here returning to port in triumph, the "Ursula" is one of the Unity class of submarines, called "Babies" in the Navy because of their small tonnage. They are primarily intended for coastal work in home waters. "Ursula's" tonnage is 540, and her crew normally 27. See also photograph in page 523.



Here a member of the "Ursula's" crew decorates a shipmate with a cardboard "Iron Cross" which was specially cut for the occasion.

The warmest of welcomes awaited the men of the "Ursula" as they came ashore (above). Centre right, Lieut-Com. G. C. Phillips, bearded and happy, being congratulated by Captain Bethell.
Photos, Topical Press

By skill and daring the little submarine "Ursula" was manoeuvred through the thickly-sown minefield known to our submarine service as "Hitler's cabbage patch." Now it was December 14, and her captain was closely watching through the periscope a number of German patrol vessels. Then a cruiser of the Köln class came in sight at a range of about four miles. The German cruiser was screened by six destroyers, and in order to reach a firing position "Ursula" had to dive beneath them. As she did so, their propellers were clearly heard overhead.

Snatching a quick look at the German cruiser through his periscope, "Ursula's" captain, Lt.-Com. G. C. Phillips, gave the order to fire. Those in the submarine waited, counting the seconds to see if they had scored a hit. They had. "Ursula" was shaken by a tremendous explosion. The first torpedo had found its mark. A few seconds later there was another great explosion, proving that the second torpedo had also hit, possibly a magazine. Both explosions shook the submarine badly and the second one broke the electric light bulbs. At the time the torpedoes were fired, the noise of the propellers of the enemy cruiser could be clearly heard in the submarine. With the first explosion these ceased abruptly and after the second explosion the noises of rending metal and of a ship breaking up were heard.

Four of the destroyers at once turned towards the submarine, and attacked "Ursula" with depth charges. She skilfully avoided the attack, however, and after a time came to periscope depth to have a look round.

Two destroyers were standing by where the enemy cruiser had been, as if searching for survivors. There was no sign at all of the cruiser, which had obviously broken up and sunk. Satisfied with her work, "Ursula" left an area which was still very unhealthy, and arrived home in port just in time for Christmas.

Her captain's "Christmas present" was a D.S.O. and promotion to Commander, and two D.S.C.'s, seven D.S.M.'s, and ten Mention in Dispatches were granted to other members of a very gallant ship's company.

Bombs are the Real Danger in Air Raids

In this article the famous gas and A.R.P. authority, Major-General C. H. Foulkes, C.B., C.M.G., discusses the menace of bombs dropped from enemy 'planes, and concludes with some remarks on air-raid precautions in general. More information on the subject will be found in the author's "Commonsense and A.R.P." (Pearson).

London's only experience of air raids has so far been practice by A.R.P. workers. These temporary casualties at such a rehearsal are contriving to look their parts.
Photo, Topical Press

UNDOUBTEDLY the chief danger in an air raid is from *high-explosive bombs*. It is estimated that to give adequate protection against direct hits from medium (500 lb.) and heavy (1 ton) projectiles fitted with delay action fuses, it would be necessary to construct shelters 50 or more feet below ground or to provide them with reinforced concrete roofs 10 or 15 feet in thickness. Such measures would not be generally considered reasonable or practicable, and they have been rightly rejected by the Government.

Fortunately, the risk of a direct hit is not too great. In an area within 15 miles of Charing Cross, containing a population of 8½ millions, the odds against a bomb falling within 50 feet of any particular spot are 2½ millions to 1, and the odds against its striking any particular Anderson shelter is more than 650 million to 1. Two-thirds of the bombs dropped on London during the last war caused no casualties at all, and it has been calculated from air photographs that 90 per cent of the London area is open space, so that only one bomb in every ten would fall on any building.

Many more bombs may, therefore, be expected to fall near a building than directly on it, so that the blast and fragmentation resulting from them constitute the most frequent and serious risks of an air raid; and since these effects are produced, in the case of bombs that explode on contact, more or less in a horizontal direction from the point of impact, any shelter below ground—even a shallow open trench—will give substantial, if not complete, protection against them.

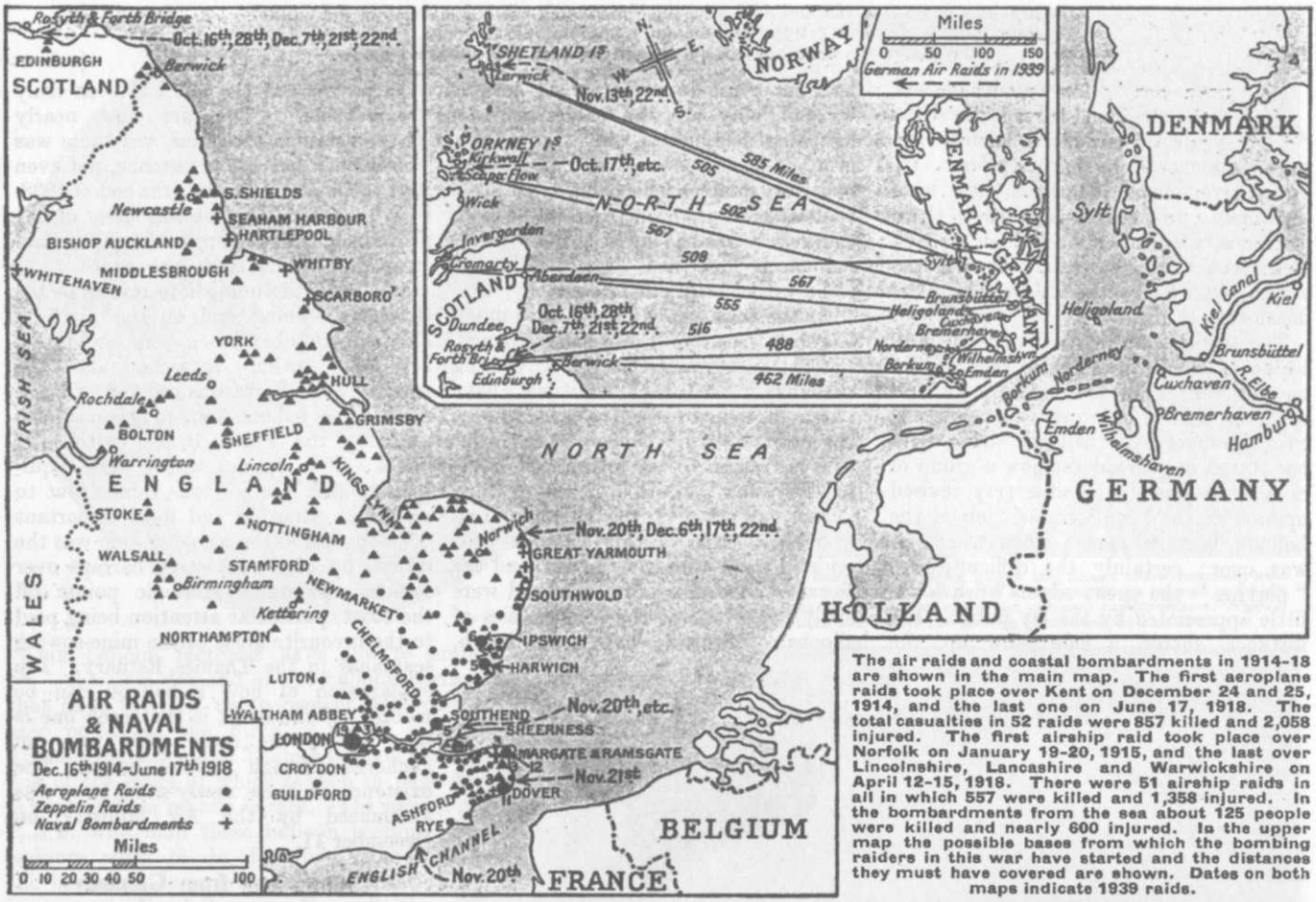
We now come to the third of the principal forms which air attack may take—*incendiary bombs*. It is the 2 lb. thermit magnesium bomb which, according to official expectation, is likely to be used in considerable numbers, with a view to achieving the most widespread effects in relation to the number of aircraft employed.

But incendiary bombs have not proved very effective in practice. Ninety per cent of the bombs that were used in some of the raids on this country in 1914–18 were of this nature, and 258 fell in London in one night; but they proved to be so disappointing to the Germans in the results achieved that their use was almost entirely abandoned towards the end of the war. This type of bomb has been much improved since that time, but incendiaries were not very successful in Spain, where, no doubt, the Powers that were engaged in what was termed "non-intervention" were trying out their experimental equipment. Many such bombs were used, especially in Madrid, but they are reported to have done little damage. Nevertheless, particular attention has been rightly given to fire-fighting in A.R.P., as the risk of direct hits is far greater than from high-explosive bombs.

Finally, we may mention *anti-aircraft fragments*. In some of the raids on

Here is the real thing—a scene in Helsinki during one of the Red Air Force's raids in the opening days of the war in Finland. An high-explosive bomb has been dropped on a four-storey house. Three of the walls have collapsed, and on that which still stands are the shattered remains of a staircase. Men are at work searching the debris.
Photo, Wide World

Air Raids on Britain: This War and the Last



The air raids and coastal bombardments in 1914-18 are shown in the main map. The first aeroplane raids took place over Kent on December 24 and 25, 1914, and the last one on June 17, 1918. The total casualties in 52 raids were 857 killed and 2,058 injured. The first airship raid took place over Norfolk on January 19-20, 1915, and the last over Lincolnshire, Lancashire and Warwickshire on April 12-15, 1918. There were 51 airship raids in all in which 557 were killed and 1,358 injured. In the bombardments from the sea about 125 people were killed and nearly 600 injured. In the upper map the possible bases from which the bombing raiders in this war have started and the distances they must have covered are shown. Dates on both maps indicate 1939 raids.

London in the last war as many as one-third of the total casualties were caused by fragments from our own anti-aircraft fire. This was due chiefly to the foolhardiness of spectators in the streets, and it can be prevented by avoiding unnecessary exposure in the open and at windows. A much higher percentage of shells fired from anti-aircraft guns is now high-explosive, and as these break up into smaller fragments than shrapnel they will not be so dangerous as formerly, as they can penetrate only light roof coverings and glass sky-lights and windows.

If it be asked what precautions should be taken to guard against these various risks, some people adopt the attitude that nothing much can be done about it; if a bomb comes, one is "for it," so what is the use of distressing oneself unnecessarily or, indeed, of taking any precautions at all? Some have refused to be fitted with gas-masks because they regard them as part of the paraphernalia of war; others fall an easy prey to the purveyors of all the air raid gadgets on sale; and yet others have insisted on the absolute necessity for the construction, at a cost of hundreds of millions sterling, of tunnelled or reinforced concrete shelters for everybody, which are calculated to give complete protection even in the event of direct hits with high-explosive bombs.

Somewhere between these extreme views a commonsense solution must be found, and in our preparations a sense of proportion should be observed and a proper balance must be struck between expenditure on bombers to destroy the enemy's aerodromes and industries, on fighter 'planes, anti-aircraft guns and balloon barrages to weaken the attacking forces in the air and to make their task more difficult, and on shelters, evacuation, and all the other passive defence measures known as air raid precautions.

Cost of Protection Must be Reasonable

Some preparations must, of course, be made for minimizing the effects of air attacks, but their cost should be reduced to reasonable proportions. The risk of direct hits with high-explosive bombs has got to be accepted, and reasonably safe protection against their splinter and blast effects, and against incendiary bombs and gas can be provided at no great expense. The streets should be cleared at all costs, and at least 75 per cent. of casualties should be avoided if shelter is taken in buildings of some sort.

Our main defensive effort ought to be concentrated on the protection of the many small areas which contain ports and dockyards, arsenals, aerodromes, food and oil depots, munitions works and other objectives of real military importance.

Even if it is believed that civilians will be made definite military objectives, there should be discrimination between some centres of population and others. An air raid over London, for example, would be a costly adventure, though the City, as the nerve centre of the Empire, and the dock area, in which one third of the food supply of the whole country is handled in normal times, are tempting targets. The important manufacturing centres in the Midlands and the North are also legitimate objectives, but the danger from chance bombs in villages and small towns and, in fact, in about nine-tenths of the whole country is negligible, and the issue of gas masks to the inhabitants of rural districts was an absurdity matched only by the precautions which we are told are being taken in the Gambia, our West African colony, where the sacks used for packing ground nuts are being used for sand-bag protection and intensive training is being carried out in decontamination.

Of course, we must not assume that air raids are not a very real source of danger to this country. But public attention was, for a long time, confined to how they might be endured rather than how they might be met and defeated—an attitude which is not in harmony with the spirit that the nation has shown in its past history.

Balloons Now Float Above Britain's Seas

In previous pages (see 185 and 441) we have illustrated various features of the balloon barrage, now so familiar a sight in Britain. Some of the difficulties surmounted and developments simultaneously pressed forward are discussed below.

AFTER nearly four months of war the balloon barrage raised to protect our cities has not once been challenged by enemy raiders. Its destructive effect, however, has been unhappily proved on at least three occasions, when straying British aircraft have been brought crashing down, their wings severed by the steel cables of the death-trap in the sky.

The work of the Auxiliary Air Force balloon squadrons might be regarded as one of the more unexciting forms of warfare. This is by no means always the case, however. A balloon aircraftman has stated in a broadcast how a group of civilian helpers "all had a very revised opinion of the 'comfortable' job of the balloon barrage men" when their job was over; certainly the difficulties of "playing" the great silver "fish" are little appreciated by the lay public. For instance, should a gale blow up, the balloons must immediately be lowered, for not only are the cables notorious lightning conductors, but the dangers of a truant balloon are very real. Moreover, the pull on the cable is so strong that on more than one occasion in a gale the heavy five-ton lorry to which every balloon is "carthed" has been known to be moved bodily and disastrously.

As the weeks have passed not so much has been seen of the London barrage, but this is certainly no sign of relaxing vigilance. Weather conditions have partly accounted for the grounding of the craft, and in any case each balloon can be raised to its operational ceiling in a very few minutes.

The extension of the barrage system to other cities besides London was decided upon only early in 1939, and the officers and men who came forward were mostly ignorant of the idiosyncrasies of balloons. Starting thus from scratch, the progress of the units has been truly remarkable. There are now nearly 40,000 men in the service, yet there was no balloon barrage in existence, not even for London, until towards the end of 1938. Up to the outbreak of war none of the provincial crews had enjoyed any practical experience of their clumsy charges.

As one of the immediate results of the German bombing raid on the Firth of Forth on October 16—a very useful test in many other respects, also—the Auxiliary Air Force was ordered to move a number of balloon units to new positions guarding the Forth Bridge within 24 hours. Five special trains were requisitioned and the job was carried out to schedule. Another and most important development of the whole system was the setting up of a protective barrage over various vulnerable strategic points off the coast, particular attention being paid to the favourite areas of the mine-sowing seaplanes in the Thames Estuary. The explanation of how a balloon can be moored *off* the coast is that each one is sent up on the usual cable from an anchored (though mobile) barge. The existence of these newly-sited units was announced by the Air Ministry on December 11.

Above is one of the first photographs taken of the new balloon barrage over the Thames Estuary which may upset the nerves of the Nazi airmen attempting to lay "murder mines" in the way of British and neutral shipping. In this case the anchorage of the balloon is a motor barge.
Photo, Associated Press

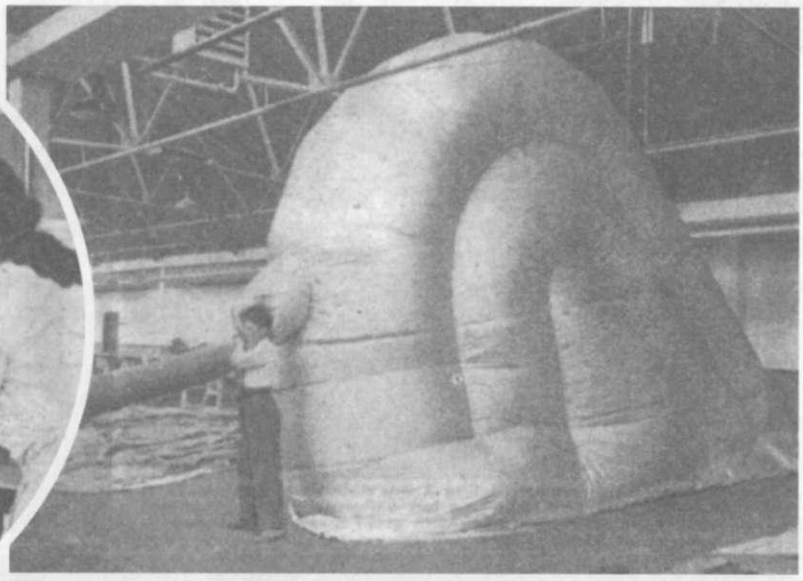
Blown Here from Germany

Our technicians have had the opportunity of examining similar balloons used by the Germans in their defensive scheme, for two balloons obligingly came to rest in these islands after war began. The standard German type, which is of a more angular shape than ours, has the cable attached near its tail, so that the nose rides high. More doubtful at first of the usefulness of the balloon barrage, Germany has a smaller and less highly-developed system. France has no such barrage, but, unlike Britain, she still uses captive balloons for army observation purposes.

It is an open secret that our own barrage is now equipped with a weapon that adds to its lethal potentialities, but its nature is, of course, entirely "hush-hush."

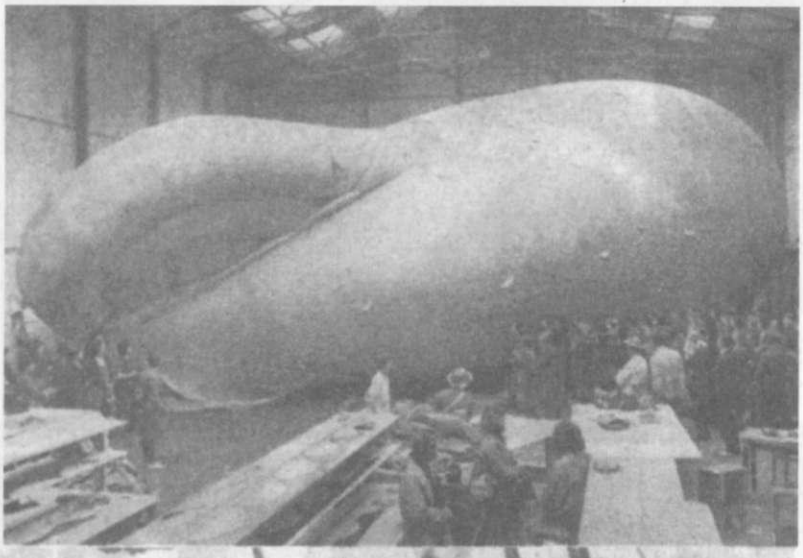
The institution and maintenance of the barrage is no negligible item in the nation's war budget. About a thirtieth of a balloon's hydrogen gas capacity is lost per day, so that in that short time 6s. 8d. must come from the taxpayers' pockets to provide for its upkeep. But the psychological effect of these innocent-looking craft, both on the enemy—forced either to keep clear above the barrage where the guns can "pot" at them, or to take a chance by diving among the cables—and on our own people, is incalculable.

'Silver Fish' Provide Work for Clever Hands



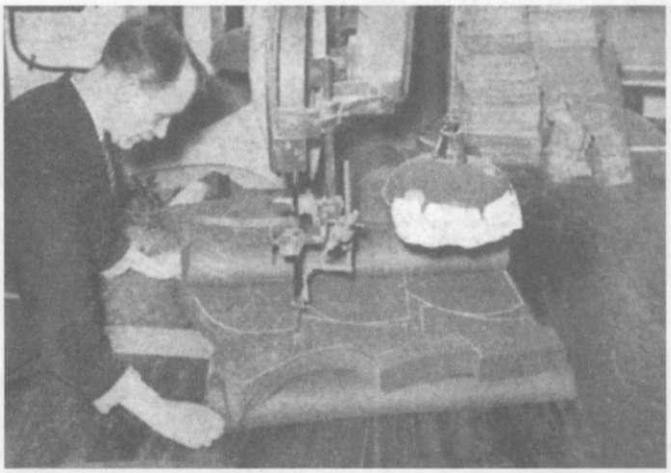
The work of manufacturing barrage balloons needs the finest workmanship and special training is given to the "hands." Left, girls are attending a course in which a small model of a balloon is being used to show the general construction. Above, air is being pumped into the stabilizer during a final test of a balloon.

THE balloon factories have now to supply the new demand of the balloon barrages that have been set up to protect such vulnerable points as the Firth of Forth and the Thames Estuary. The Thames balloon barrage, one of the units of which is seen in page 568, is worked from mobile barges. The men of the R.A.F. who man these balloon sections have arduous work to do, for they have to face the bitter winds and rough water that winter brings to the North Sea area. Normally the crews do turns of 48 hours straight off, but in case it should be impossible to relieve them within that time the barrage barges are provisioned for six days. Each vessel carries a balloon crew of four men in addition to the crew of the barge. On each vessel are a balloon platform, winch, and a stack of hydrogen tubes. The work of land balloon stations is illustrated in pages 440–41.



The girl workers take great pride in their work, and in the centre photograph they form an admiring group at what is practically the launching of the balloon, for it is being fully inflated for the first time. In the photograph immediately above, Air Vice-Marshal Owen Tudor Boyd, officer in charge of the Balloon Command, is inspecting some of the R.A.F. men who are working the balloon barrage in the Thames Estuary. They are clothed against the bitter weather that they must encounter, and are wearing the lifebelts, oilskins, and sou'-westers essential for all whose duties are performed afloat. *Photos, Topical and Associated Press*

Workers Who Put Our Fighters Into Khaki



Thanks to many mechanical devices Army clothing can now be made very quickly. This man is cutting out uniforms with a mechanical cutter that enables him to work with great speed and accuracy.
Photo, Keystone

There was at one time a shortage of overcoats for men called up, but it was soon made good. Here, in a factory employing over 2,000 hands, overcoats are being made in large numbers.

The first requirement for the soldier is his battledress, the new uniform that has the great advantage of doing away with puttees. Here women are at work in an Army clothing factory sewing uniforms with batteries of mechanically driven sewing machines. Centre left is a girl with a big pile of forage caps. The Royal Army Ordnance Corps is responsible for supplying every requirement of the Army, from guns and shells to clothes and boots, with the exception of food and transport, which fall within the province of the R.A.S.C.
Photos, Central Press, Sport & General and Fox

Eye Witness Stories of Episodes and Adventures in the Second Great War

We Saw The Canadians Land in England

It was for most people a dramatic surprise when Mr. Churchill announced in his broadcast on December 18 that contingents of the Canadian Army had just arrived in England. Here the scene at one of the ports where they disembarked is described by a special correspondent of the "Manchester Guardian."

IT was a cold, grey day. The water, the sky and the farther shore were all cold and grey. One transport was already at anchor, and the journalists who had been let into the secret that the Canadians were coming stood on the little pier at noon and stamped their cold feet as the other grey ships came stealing into harbour.

They came in one by one, the transports looking high and heavy beside the rakish warships that escorted them. They came up the middle of the channel, so that the cheering from them seemed faint; but we heard it, and the sound of bagpipes from one ship and shrill "Yippees" from another. That was the Westerners, the Canadian pressmen told us. On other ships some men were singing "Pack Up Your Troubles." There were not many of us to cheer back, for this was a secret till the troops and the ships were clear and safe from German bombings, and even the people of the port knew nothing.

There were the journalists, a few soldiers and the dozen or so local folk who made a daily visit to the pier, and this time had found something worth watching. Some of them, though, miraculously knew what it was all about. A tired-looking, middle-aged woman went up to a young lady of fashion, all furs and lipstick, to ask her. "It's the Canadians," the younger woman told her in a bored, know-all voice, and then she thawed and grinned as though it were a lark that the Canadians were coming.

It was mid-afternoon before the Canadian G.O.C., Major-General McNaughton, came ashore at another pier, with Mr. Eden and Mr. Vincent Massey. The troops had told the Dominions Secretary that the crossing had been "dandy," and the General told us the same thing. The officers had been in suites and the men in first-class cabins. When he came over in 1914 they had been cramped in hammocks for twenty-eight days. He had been a major then; now he was in command, with many on his staff and among his N.C.O.s who had been with him twenty-five years ago.

There was more of a crowd on this pier, some naval officers and a few hundred of the local people. "The story gets about," said a policeman. The civilians were let on to the pier and kept behind barricades.

There was nothing to do for a time but watch the warships winking their semaphore lights to the signallers on shore, and the aeroplanes manœuvring overhead. At last three machines swooped low over one of the transports, startling the gulls that had been rocking on the water. It must have been a special salute, for soon a black and white tender came puffing to the shore, overflowing with khaki. The Canadians were here, cheering wildly and waving their rifles above their heads, their bugle band blowing like mad. The sailors on the little warship at the pier cheered them as they passed.

We could see what they looked like now as they came alongside, singing: thick-set, open-faced boys in the same battle-kit that the British Army wears, but with a maple-leaf badge in their fore-and-aft caps. . . .

The men fell in on the pier, their officers hurrying them off the boat.

"Tiny" Wilson, one of the cooks of the first Canadian contingent to come ashore in Britain, carried not only his kit, but odds and ends of his kitchen utensils stuck in his belt. *Photo, "Daily Mirror"*

The first contingent of Canada's Army to arrive in England was described by the Commanding Officer, Major-General McNaughton, as "a broad cross section of the Canadian people." They had the friendliest of greetings from the spectators as they first set foot on British soil. *Photos, British Official: Crown Copyright*

I WAS THERE!

Some of the Canadian troops who landed so "secretly" in England on December 17th, are here seen coming down the gangway from one of the transports directly after it had tied up at the quay. Their safe arrival was a significant event in the war.

They formed up in ranks and came to attention, and the local area's general officer commanding read them the King's message. . . .

Then they stood easy and smoked and talked, and we walked among them in the fading light, admiring their physique and moved to think of the journey they had made and the journeys they had still to make. They had seen only the speech-makers on the pier and the little crowd, but they were off again now, on to the troop train that was to take them through a blacked-out Britain.

We Had Scuttling Drill on the 'Columbus'

Following the scuttling of the "Graf Spee" on December 17 came the news of the loss of the 32,000-ton North German Lloyd steamer "Columbus." She left Vera Cruz on December 14, and on December 19 was stopped by a British warship. The story of her scuttling as told by her master, Captain Daehne, is here reprinted from the "Daily Express" and "Daily Telegraph."

THE only two casualties in the scuttling of the crack German liner "Columbus" were two "happy-go-lucky firemen," according to Captain Wilhelm Daehne, master of the ship.

He said that they must have thought he was "kidding" when he ordered the ship's suicide to avoid capture by a British warship.

United States destroyers, said Captain Daehne, followed his ship all the way from Vera Cruz until Monday, December 18, when the United States cruiser, "Tuscaloosa," took up the escort.

Captain Daehne said that he sighted the British warship about 2.30 in the afternoon. "I could make out the British flag at 2.55," he said, "and I sounded the general alarm for the crew—stand by, scuttle, burn. I had drilled the crew for a month for this task and they knew what to do.

"I radioed all ships of our position, saying we were ready to scuttle. At 2.57 we got flag signals from the warship, 'Stop immediately.' At 3.5 she fired two shots across our bows.

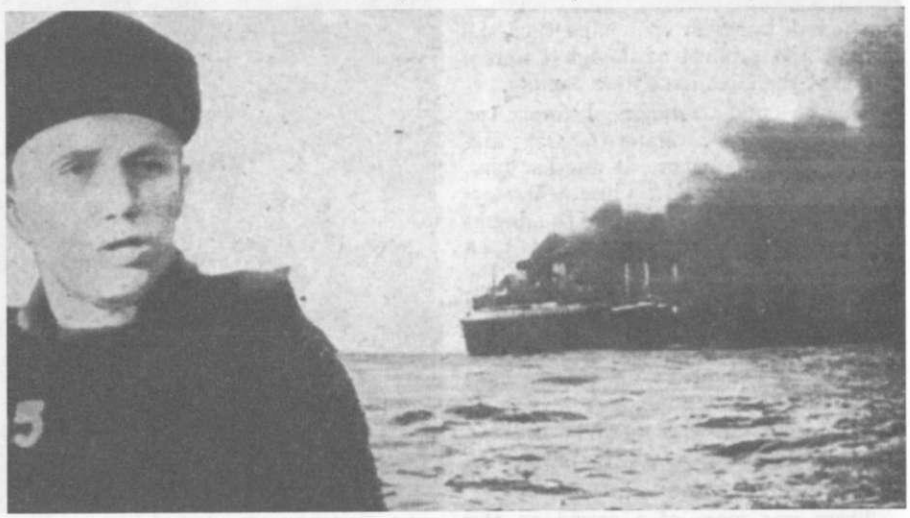
"At the same time we lowered the lifeboats, and one minute later we opened the seacocks."

By 3.14 all the boats except the two left for the scuttling crew and fire brigade had been lowered. At 3.16 the chief engineer reported that the men had left the engine-room. At 3.39 all the boats were away except the captain's motor-boat.

"When the whole ship was ablaze," said Capt. Daehne, "I slid down the rope and circled the 'Columbus' in a motor-boat. The destroyer was about 50 feet away, but I could not make out her name."

The captain said there were originally twelve women aboard. When he got orders to leave Vera Cruz he said to them: "I'll leave you behind. The trip is too dangerous for a woman." Nine of them refused to be left behind.

Asked what were his reactions to the order sending the "Columbus" out of her refuge, he said, "When you get an order you don't ask questions."



This photograph was taken from one of the boats of the "Columbus" after she had been set on fire and scuttled. She is still sending up clouds of smoke and sheets of flame, but soon afterwards took her last plunge. The young sailor who just comes into the photograph shows his sorrow at seeing the tragic end of a fine ship. *Photos, "Daily Mirror," Keystone.*

I WAS THERE!

Our Trawlers Were Bombed From the Air

A new campaign of terror by German warplanes began on December 17, when a number of unarmed fishing trawlers were bombed and machine-gunned in the North Sea. Graphic stories by members of the crews of some of the first vessels to be attacked are reproduced from the "Daily Telegraph" and "Daily Mail."

"I NEVER thought white men would do what these German airmen did to us," said Mr. John Robb, skipper of the trawler "Craigie Lea."

"They gave us no warning before they started to bomb and machine-gun us. They circled round us repeatedly and sprayed the vessel with bullets. The crew were on deck when they made their first attack, and I told my men to take cover immediately. We had an amazing escape."

Five bombs were dropped on the "Craigie Lea," but only one hit the ship. This crashed through the engine-room skylight to the engine-room near the chief engineer, Lewis MacDonald, but did not explode. Two men were wounded by machine-gun fire—William Innes, fireman, and Alexander Murray, second fisherman.

Capt. Robb said that two German aeroplanes came from the north-west and flew about 100 feet above the ship. The leading 'plane started machine-gunning them.

The second aeroplane dropped a bomb about five yards from their starboard quarter, rocking the ship. Another bomb dropped in the water about six yards away.

"I signalled to the aeroplanes to allow the crew to get away in the small boat, but the only reply was more bursts of machine-gun fire and more bombs, one of which crashed through the engine-room skylight but did not explode," said Capt. Robb.

Machine-gun bullets entered the store-room in which Innes and Murray were sheltering. Innes was struck on the back and head, and Murray in the back. Soon afterwards the German aeroplanes made off.

When the trawler "Isabella Greig" was bombed and sunk, two of the crew of ten, Andrew Banks and Ronald Tweedie, both of Granton, were injured.

As the crew were being taken aboard another trawler the Nazi 'planes again swooped down and machine-gunned them.

John Tweedie, engineer of the "Isabella Greig," said: "A fleet of trawlers were at the fishing grounds when two German bombers appeared. One of the 'planes was about two or three hundred yards away when it opened fire, and swept the decks of the trawlers.

"The crews dashed below, and I counted about twenty bombs being dropped round the vessels.

"The last bomb hit our ship and the deck collapsed. As we were getting our lifeboat ready the 'plane came back again and machine-gunned us, hitting another member of the crew and myself. The two German 'planes then attacked some of the other trawlers, and the 'Compaganus' was sunk.

"Again one of the 'planes returned to attack our ship, and, as we were lowering the lifeboat, we were fired upon once more. One of the crew waved a white sheet, hoping that the airmen would have mercy, but they paid no attention, and it was not until some British 'planes appeared that the Germans made off.

"One of our own 'planes saw our plight and signalled to a trawler to come to our aid."

Three other trawlers, the "Eileen Wray," "Compaganus," and "Pearl," were similarly attacked. The "Eileen Wray" was towed into a north-east port. One member of the crew of the "Compaganus," James Swanney, was killed and another wounded by machine-gun fire, and three of the "Pearl's" crew were wounded, the ship being abandoned in a sinking condition.

When the Nazi 'planes made their attack on the "Eileen Wray" they circled the trawler one behind the other, the first dropping eight bombs and the second following up with bursts of machine-gun fire.

As the crew made efforts to lower the lifeboats the 'planes swooped again and again, and no fewer than sixteen times the men had to leap for cover. Only the last of the eight bombs fell near its mark. It struck the water a few yards from the vessel and damaged the engine-room.

As the 'planes made off, water began to leak into the hull. Capt. Hartley, the skipper, said that the attack occurred after the trawler had been fishing for twelve hours.

"I could see the track of tracer bullets each time the 'plane swept round," he said, "but as in the case of the bombs the markmanship was bad. Not a man was injured. As we made attempts to lower the boat, we were jumping in and out of cover like Jacks-in-the-box."

The crew of the "Compaganus," which was struck by a bomb, were rescued and landed by the trawler "Colleague." A member of the crew said that they were fishing when they were attacked by machine-gun fire and bombs from two German aeroplanes. Four bombs were dropped, but they did not strike the ship. The crew rushed for shelter.

James Swanney, who was killed, was struck by machine-gun bullets while running along the deck. The attack lasted half an hour.

About an hour and a half later two 'planes reappeared and resumed the attack. Ten bombs were dropped on this occasion, and one struck the vessel and passed right through into the engine-room. Their small boat was riddled with bullets.

Samuel Buck, of Edinburgh, the mate of the "Compaganus," said that Swanney was killed within five minutes of the start of the attack at 10.20 a.m. They were trying to get away the fishing gear, and he shouted to Swanney to run when the attack came.

Their wireless was put out of action by the gunfire. After the attack they steamed for about two hours with the "Colleague" as escort, and at about 12.30 p.m. the second attack was made.

"We tried to get to our small boat, but it was riddled with bullets. We signalled to the 'Colleague,' which came alongside, and we got on board her, carrying the cook with us," he added.

"The vessel was badly damaged and there was a number of holes on the water-line. When we last saw her she was going down by the stern. The 'planes fired several bursts of machine-gun fire at the 'Colleague,' hitting the vessel, but no one on board was hurt."

On the same day as the attacks described in this page, the unarmed collier "Serenity" was bombed, machine-gunned and sunk by Nazi seaplanes. Here are skipper and crew cheerfully ready to sail again as soon as another boat is available.

Photo, Topical Press Agency

Why the Nazis Want to 'Deify' Hitler

Strange as are most of the manifestations of Nazism, nothing perhaps is so strange as the building up of an extraordinary farrago of myth, in which ancient Teutonic paganism mingles with racial absurdities and the more extreme of modern German philosophies.

PERHAPS the most damaging revelation of the true character of the Nazi ideal is that associated with its expressed intention of destroying the Christian faith in the Fatherland and substituting for it a modern form of the spirit of ancient German paganism as it is found in Teutonic myths and herotales. That this is no mere fantastic rumour or alarmist invention, but a definite and carefully designed policy is plainly apparent from the writings and speeches of Nazi officials of high rank and the actual dissemination of literature inspired by a pagan spirit and philosophy of life published with the approval and at the expense of the Nazi Government.

In order to clear the ground for the popular acceptance of this new "Nordic" creed the Christian Churches of all denominations in Germany have been subjected to a gradual but purposeful process of persecution and demolition, their clergy have been partially disbanded or imprisoned in concentration camps, and the conduct of their affairs, both spiritual and financial, has been placed under Nazi control.

Rosenberg's Pagan Teaching

This is the result of a campaign which has been directed against Christian life and endeavour in Germany since the year 1920. Herr Alfred Rosenberg, a journalist of Russo-Baltic origin and a close intimate of Herr Hitler, who was appointed Director of Philosophical Outlook for the Reich on the Nazi Party's advent to power, from that time onward has been steadily engaged in broadcasting the propaganda of a new doctrine among the German people, the main principle of which is the restoration of habits of thought derived from pagan sources.

In a bulky volume entitled "The Mythus of the Twentieth Century," which has enjoyed a vast circulation throughout all parts of Germany, he has appealed to the folk of the Reich to abandon the "Jewish" ideals embraced in the Scriptures and to return to those Nordic traditions of "masculine" paganism which he declares are those best fitted to fortify and encourage a conquering race.

The Founder of the Christian faith, he asserts, was of "Aryan" not Jewish descent and encouraged a manly and warlike way of life and ethical behaviour. But the later "infection" of Christianity by "degenerate" Jewish ideals, such as the doctrines of humility, gentleness and universal love, are "slavish" and "nauseous to German virility" and must be abandoned by the German people if it desires to achieve conquest of the world.

Above all, he avers, it is impossible to distinguish between the idea of God and the racial soul of the German folk, which must be substituted for that idea. Germany should, indeed, worship herself or the great prophets and heroes who have most saliently represented her throughout the ages. The Christian doctrine of redemption and the ideals inculcated in the Sermon on the Mount must be abandoned in favour of the old Germanic virtues of bravery and "sacrificial heroism," which can alone redeem the Fatherland from the "demoralizing" influences of Christianity.

'Good Old German' Gods

The youth of Germany must be nurtured upon the myths and sagas of the Teutonic past, the legends of Odin and Thor, the tale of the Nibelungs and the Eddas of Scandinavia, which illustrate the stark and powerful ideals of soldierly might implicit in the German nature. Along with these it must be fortified with the philosophies of Nietzsche, Wagner and Hitler, the true prophets and apostles of German thought and culture.

In order to give practical expression to this doctrine, a Nazi "Church" was founded. Its chief apostle is Julius Streicher, the notorious Jew-baiter and terrorist, who, in 1937 and in the following year, celebrated its rites on the Hesselberg, a mountain declared to be sacred by Herr Hitler. On both occasions, on the festival of the Summer Solstice in June, he addressed vast meetings which gathered round great balefires lit on the slopes of the height, and after denouncing and ridiculing the Christian faith, appealed to them to turn their thoughts backward through the ages to the ideals and outlook of their pagan ancestors.

Parallel with this departure is manifest a growing movement to "deify" the personality of Herr Hitler, to confer upon the Fuehrer a kind of Messiahship of a semi-religious character. This has been given public expression by Dr. Robert Ley, who, addressing the Hitler Youth, has said: "We believe in Adolf Hitler alone in this world. . . . We believe that the Lord God has sent us Adolf Hitler."

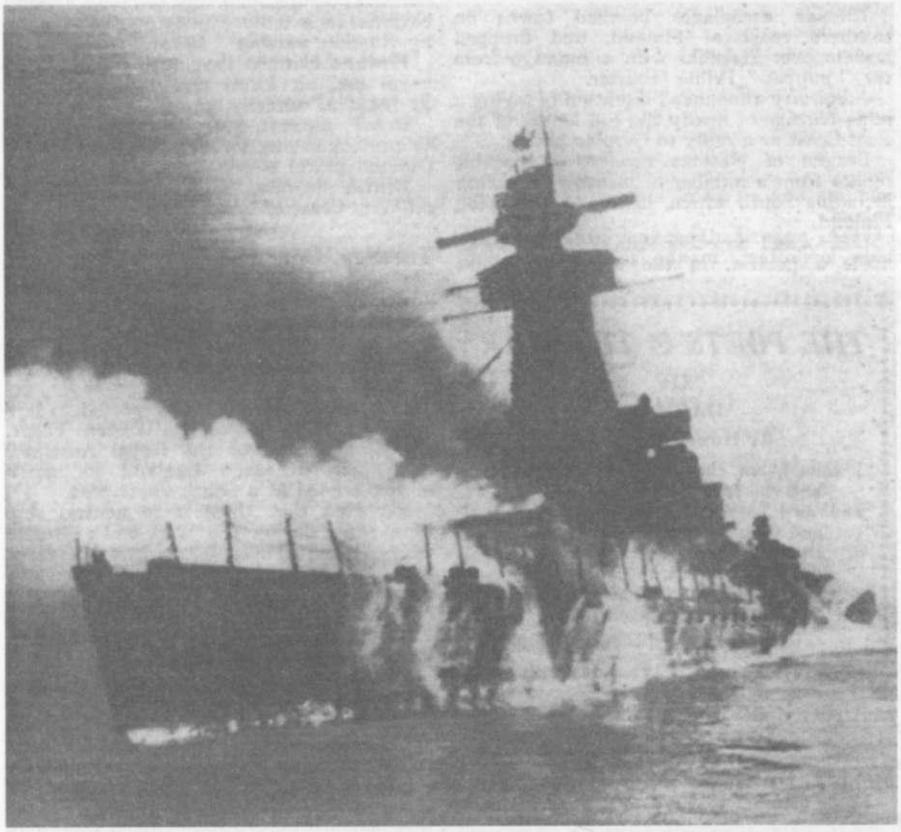
The advent of the new paganism has aroused the deepest concern and unrest in responsible quarters throughout Germany, yet it has behind it the full force of the more fanatical elements in the Nazi caucus, while others regard it with complacency, or fear to oppose it. But that it has its origin in the mentality of Hitler and his supporters alone and that their downfall will assuredly imply its total disappearance is only too manifest.

Alfred Rosenberg is the chief apostle of the new paganism, the religion of force and brutality which Hitler is imposing on Germany. Immediately above is a Hitler youth at the heathen Midsummer festival held on the Baltic coast in connexion with a Congress of the Nordic Association in 1935. He is standing beside one of the fires that are part of the pagan ritual.

Photos, Wide World and Keystone

Last Scenes of All in the Battle of the River Plate

A GREAT "naval occasion" was the dramatic engagement between the "Admiral Graf Spee" and the British cruisers on December 13, in which the British ships, though outclassed, showed a seamanship and fighting spirit worthy of the best traditions of the British Navy. The gallant "Exeter" was hit from 40 to 50 times by shells three times the weight of those she could herself discharge. Nevertheless, she returned shot for shot till three of her 8-in. guns were smashed and only one could be fired, and that by hand. Her steering gear was damaged, she sustained nearly a hundred casualties and numerous fires broke out on board, but she continued in the wake of the speeding battle and took up station at the mouth of the estuary until relieved by the arrival of the "Cumberland." Officers and men were, in the words of her captain, "superb."



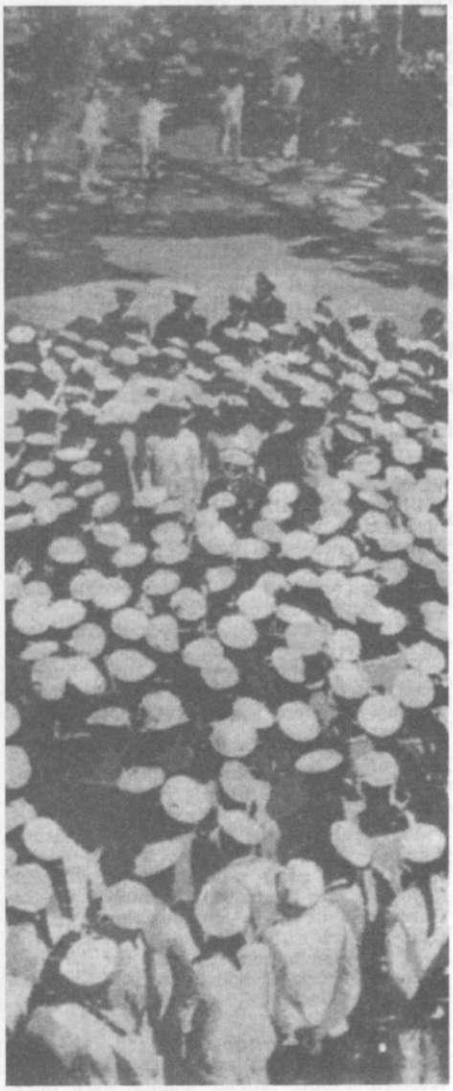
This extraordinarily dramatic photograph sent from Montevideo by wireless was taken as the "Admiral Graf Spee" was sinking in flames. She was destroyed by a number of bombs placed in different parts of the hull. They exploded with terrific force, columns of flames and clouds of smoke arose from the ship and five minutes later there was another explosion when the flames reached the magazine. For a week she continued to burn and smoulder until only a broken hulk remained of the once proud ship.

Photo, British Official: Crown Copyright

Captain Langsdorf committed suicide on December 20 and was buried on the following day. During the night his body lay in state in the Buenos Aires Arsenal guarded by members of the crew of the "Graf Spee." The Nazi flag, as can be seen in the photograph, hung in the background, and another draped the coffin.

Photo, Planet News

DRAMATIC as was the end of the "Graf Spee," yet another sensational element was added to the story by the suicide of her commander, Captain Hans Langsdorf, on December 20. He was found shot dead in the naval arsenal at Buenos Aires, and a significant fact is that, according to reports from reliable sources, he was discovered lying on the German Imperial flag, not the Swastika of Hitler, whose instructions were "Scuttle, don't fight." He was buried the next day with full naval honours, and his funeral was attended by Captain Pottinger, of the steamer "Ashlea," as representative of the British merchant seamen released from the "Graf Spee" before her end. When the news of the suicide was released in Germany the Nazi propaganda machine was hard put to it to explain what all the world realized was a gallant seamen's protest against the Fuehrer's order.



Shortly before he committed suicide Captain Langsdorf addressed his men, more than a thousand in number, in the grounds of the Buenos Aires Arsenal. All but the crew of the "Graf Spee" were excluded from the meeting, seen above.

Photo, Planet News

OUR DIARY OF THE WAR

Wednesday, December 20, 1939

Reported that Captain Langsdorf, who commanded "Graf Spee," committed suicide on Tuesday night.

Heavy Russian attack in Karelian Isthmus was **repulsed.** In the north Soviet troops checked by snowstorms.

U.S. cruiser "Tuscaloosa" arrived at New York with 579 survivors from scuttled German liner "Columbus."

Unidentified aircraft appeared over Eastern counties.

Paris announced that two more U-boats had been sunk by French Fleet.

Swedish steamers "Mars" and "Adolf Bratt" sunk by mines.

Admiralty announced sinking by enemy aircraft of fishing trawlers "Pearl" on December 17 and "Trinity" on December 18. H.M. trawlers "Evelyn" and "Sedgefly" were overdue and presumed lost.

Reported that British troopship collided in fog with liner "Samaria," the latter being damaged.

Thursday, December 21

Enemy bombers twice raided Helsinki and did damage in the hospital quarter. Other open towns were also bombed.

Finns counter-attacked against Russian advance on Kemijaervi **and drove enemy back 20 miles.** Successes also claimed in area north of Lake Ladoga. Enemy attacks in Karelian Isthmus repulsed.

Western Front reported renewed air activity over Lorraine and Alsace.

R.A.F. Coastal Command machine co-operated with British warship in rescue of Swedish sailors adrift on raft in North Sea.

Lieut.-Commander Bickford of H.M. Submarine "Salmon" awarded D.S.O.

Italian ship "Comitas" mined off North Holland.

French Government issued Yellow Book containing French diplomatic documents of pre-war period.

Newly arrived Canadian division had their first ceremonial parade at Aldershot.

Friday, December 22

Helsinki raided by three Soviet bombers, which damaged the outskirts of the city.

Finns compelled Russians to retreat in Petsamo and Salla districts. They also launched successful counter-attack along a 12-mile front in the Karelian Isthmus. Russians repulsed on other fronts, with heavy loss of men and material.

Enemy aircraft engaged by British fighters off the Firth of Forth.

Enemy aeroplane reported over Suffolk coast, and two machines, thought to be Heinkel bombers, sighted at another point on East Coast.

Air Ministry reported that on the Western Front four Messerschmitt fighters attacked three Hurricane fighters. Two British and one German machine were shot down.

Reported that the British trawler "River Annan," which on December 17 had rescued the crew of the mined Danish steamer "Boge," was sunk on December 19 by German bombers. Both crews were picked up by a Swedish steamer.

M. Daladier announced that the Maginot Line had been extended on the Northern and Jura frontiers.

Saturday, December 23

Paris reported intense air activity on Western Front. Allied 'planes were busy photographing German lines.

Russian troops were in retreat in Karelian Isthmus, in Petsamo region, and also in the Salla sector, where the Finns were again in command of the Kemi River valley, an important strategic position.

Russian aeroplanes bombed towns on southern coast of Finland, and dropped leaflets over Helsinki with a message from the "puppet" Prime Minister.

Admiralty announced intention of laying a mine barrage of nearly the full length of the East Coast as a reply to German action.

League of Nations received favourable replies from a number of member countries, including South Africa, in regard to helping Finland.

U.S.A. and 20 other American Republics made a protest, in the form of a joint neutrality declaration, against the activities of belligerent warships in American waters.

THE POETS & THE WAR

XIV

DACHAU

By Humbert Wolfe

I thought of the concentration camps
and the tortured men,
and, as I began to dream of vengeance
and dark reprisal,
of the shocking retort that, being
denied by life, denies all,
a voice whispered deep in my heart,
"Have they triumphed again?"

—*The Observer*

Sunday, December 24

Finns claimed to have shot down at least 14 Russian aircraft.

North of Lake Ladoga, **Finnish storm battalions crossed the Russian frontier** near Lieksa after routing Russian troops in Tolmojaervi and Aglajaervi districts.

On the northern sector Finnish troops approached Salla.

After blazing for a week, the hulk of the "Graf Spee" burnt out.

Monday, December 25

The King broadcast a Christmas message to the peoples of the Empire.

Finnish advance in Russian territory was maintained.

Twenty-three Russian bombers attempted to raid Helsinki but were driven off by anti-aircraft guns. Other large flotillas of bombers attacked Viborg, inflicting considerable damage. There were also raids over Borga, Tampere and Turku.

Enemy 'planes bombed Koivisto coastal batteries repeatedly. Koivisto was also shelled by Russian warship "Marat."

Finland claimed that during the day her naval and air forces combined **destroyed at least 23 enemy 'planes.**

R.A.F. aircraft, patrolling the North Sea to protect fishing vessels, were attacked by German patrol ships.

British steamer "Stanholme" torpedoed off West Coast of Britain.

Tuesday, December 26

Finns maintained their positions on the outskirts of Salla.

Enemy attacked at various points on the Karelian Isthmus, but were repulsed, and large numbers of Russian guns and prisoners were captured.

Christmas week-end was reported to have been generally quiet on the Western Front.

First squadron of the Royal Australian Air Force to reach England for active service landed at a South Coast port.

Reported that three more neutral ships were sunk during the week-end: Swedish vessel "Carl Henkel"; Norwegian cargo-boat "Lappen"; and Spanish steamer "Perez."

Swedish reservists were called up.

Wednesday, December 27

Finns continued their advance from Lieksa into Russian territory, and reached Lake Ruua. In Suomussalmi sector they advanced in direction of Raate, about 15 miles from Russian frontier.

On Salla front Finns pressed enemy back some 50 miles towards the frontier. Three heavy assaults on the Mannerheim Line were repulsed.

Russian losses on Finnish front were estimated to be 30,000.

Viborg seriously damaged by shells from long-distance guns.

More leaflets dropped over Helsinki by Russian bombers.

R.A.F. Coastal Command machines were **engaged in a series of fights** over the North Sea with German air and surface craft. One Nazi patrol ship disabled by a bomb from a British 'plane which attacked two destroyers and 11 patrol vessels.

Reported that Indian troops had arrived in France.

Nearly 7,000 tons of contraband seized during week ended December 23.

It Is Said That . . .

"I have not sacrificed my millions for Bolshevism but against it." (Herr Thyssen to Hitler.)

Von Ribbentrop has been given the Lenin order, the highest Russian decoration.

"We Germans will take revenge for all that the Poles have done to us." (Herr Forster, Danzig Nazi leader.)

"Patched trousers seats get more and more fashionable in Germany." (Nazi broadcaster.)

Hitler is planning a Siegfried Line in the East as a defence against his new Russian ally.

Austrians distrust German newspapers and there is a great demand for the Hungarian "Pester Lloyd," printed in German.

German soldiers in Poland are very depressed and are buying civilian clothes preparatory to deserting.

Blitzkrieg: Sudden and terrifying German attack which never strikes at the same place once. ("Peterborough" in the "Daily Telegraph.")

German food rations may be still further curtailed during the winter months.

Most Zoo animals are immune to tear gas, though monkeys may be slightly affected.

The Germans have no present intention of recognizing Molotov's "Finnish People's Government."

Old gramophone records are collected in Germany for melting down, owing to shortage of shellac.

Jewish property in Austria taken over by Nazis is valued at about £190,000,000 at pre-war rates.

Delegates avoided shaking hands with Soviet representative at League of Nations committee on December 6.

Berlin censor stopped description of miniature A.A. gun seen in toyshop sent by American correspondent to U.S. paper.

"The force of arms will ensure that even the last remnants of British hopes are destroyed." ("Deutsche Allgemeine Zeitung.")